



# REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

Marine Notice

No. 2-011-60

Rev. May/2025

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF  
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: International Code of Safety for Ships Carrying Industrial Personnel**

- Reference:**
- (a) **SOLAS**, *International Convention for the Safety of Life at Sea*, Consolidated Edition 2024
  - (b) **2000 HSC Code**, *The International Code of Safety for High-Speed Craft*, 2000, 2021 Edition
  - (c) **IMO Resolution [A.1122\(30\)](#)**, *Code for the transport and handling of hazardous and noxious liquid substances in bulk on offshore support vessels (OSV Chemical Code)*, adopted 6 December 2017
  - (d) **IMO Resolution [MSC.418\(97\)](#)**, *Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages*, adopted 25 November 2016
  - (e) **IMO Resolution [MSC.521\(106\)](#)**, *Amendments to the International Convention for the Safety of Life at Sea, 1974 (Chapter XV)*, adopted 10 November 2022
  - (f) **IMO Resolution [MSC.527\(106\)](#)**, *International Code of Safety for Ships Carrying Industrial Personnel (IP Code)*, adopted 10 November 2022
  - (g) **IMO Circular [MSC.1/Circ.1680](#)**, *Unified interpretation of SOLAS regulation XV/5.1 and paragraph 3.5 of part 1 of the International Code of Safety for Ships Carrying Industrial Personnel (IP Code) Code on the harmonization of the Industrial Personnel Safety Certificate with SOLAS safety certificates*, issued 14 June 2024
  - (h) **RMI Maritime Regulations ([MI-108](#))**
  - (i) **RMI Marine Notice [2-011-8](#)**, *National Safety Requirements for Miscellaneous Vessels Not Covered by International Conventions*

## PURPOSE

This Marine Notice (MN) implements the International Code of Safety for Ships Carrying Industrial Personnel (IP Code) and provides the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) clarifications to it.

This MN supersedes Rev. Mar/2024. Amendments have been made to §5.3 to reference Table 1 of International Maritime Organization (IMO) Circular [MSC.1/Circ.1680](#), which contains Unified Interpretations (UIs) on harmonized surveys and certification.

## BACKGROUND

The IP Code is mandatory under the International Convention for the Safety of Life at Sea (SOLAS) Chapter XV (IMO Resolution [MSC.521\(106\)](#)) and took effect on 1 July 2024. It was developed to supplement existing IMO instruments and provide an international standard of safety for ships carrying industrial personnel.

## APPLICABILITY

A. RMI-flagged cargo ships and high-speed cargo craft operating on international voyages which carry more than 12 industrial personnel must comply with the IP Code as follows:

- 1) Cargo ships and high-speed cargo craft of 500 gross tons (GT) and upwards, constructed on or after 1 July 2024 which carry more than 12 industrial personnel must comply fully with the IP Code.
- 2) Cargo ships of 500 GT and upwards constructed before 1 July 2024, authorized by the Administrator prior to that date to carry more than 12 industrial personnel in accordance with IMO Resolution [MSC.418\(97\)](#), must comply by the first intermediate or renewal survey, whichever occurs first, after 1 July 2024, with the IP Code regulations in:
  - Part III/1 (Industrial personnel)
  - Part III/2 (except paragraph 2.1.7) (Safe transfer)
  - Part IV/7 (Life-saving appliances and arrangements)
  - Part IV/8 (Dangerous goods)
- 3) High-speed cargo craft of 500 GT and upward constructed before 1 July 2024, authorized by the Administrator prior to that date to carry more than 12 industrial personnel in accordance with IMO Resolution MSC.418(97), must comply by the third periodical or renewal survey, whichever occurs first, after 1 July 2024, with the IP Code regulations in:
  - Part III/1 (Industrial personnel)
  - Part III/2 (except for paragraph 2.17) (Safe transfer)
  - Part V/7 (Life-saving appliances and arrangements)
  - Part V/8 (Dangerous goods)

- 4) Cargo ships and high-speed cargo craft of 500 GT and upwards, irrespective of the date of construction, that have not been authorized by the Administrator to carry more than 12 industrial personnel based on IMO Resolution [MSC.418\(97\)](#) must 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.
- B. Cargo ships and high-speed cargo craft less than 500 GT, operating on international voyages, which carry more than 12 industrial personnel, must comply with the IP Code as far as practicable, beginning 1 July 2024.
- C. The IP Code does not apply to cargo ships or high-speed craft operating:
  - 1) solely in RMI territorial waters; or
  - 2) between a base port in RMI territorial waters and an offshore installation outside them.
- D. SOLAS Chapter XV and the IP Code do not apply to vessels certified in accordance with the 1979, 1989, or 2009 Codes for the Construction and Equipment of Mobile Offshore Drilling Units.
- E. Passenger ships certified under SOLAS with a Passenger Ship Safety Certificate, or a high-speed craft indicating category A passenger craft or category B passenger craft, are deemed to be able to transport or accommodate industrial personnel. Such ships do not require an IP Code certificate and are not required to comply with any IP Code requirements.

## DEFINITIONS

The following definitions are from the IP Code, unless otherwise noted.

**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.

*Note: Wherever in this document the number of industrial personnel appears as a parameter, it shall be the aggregate number of industrial personnel, special personnel, and passengers carried on board, where there shall be at least one industrial personnel and the number of passengers shall not exceed 12. Industrial personnel must not be treated, or considered, as passengers.*

**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.

**Personnel Transfer** means the full sequence of the operation of transferring personnel and their equipment at sea to or from a ship to which the IP Code applies and from or to another ship or offshore facility.

**Special Personnel (SP)** means all persons who are not passengers or members of the crew or children under one year old 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.<sup>1</sup>

## **REQUIREMENTS**

### **1.0 Safe Transfer of Personnel**

- 1.1 All vessels to which the IP Code applies must comply with Part III, Regulation 2 on the safe transfer of personnel, if fitted with transfer appliances or arrangements.
- 1.2 The Administrator fully accepts the use of guidance developed by the IMO in planning for personnel transfer but may accept other relevant guidance on a case-by-case basis (IP Code, Part III, Regulation 2.1.10).
- 1.3 The Administrator accepts the relevant sections of EN13852-1:2013<sup>2</sup>, and those of a Recognized Organization (RO) that is a Classification Society, for the design, construction, testing, and installation of personnel transfer arrangements (IP Code, Part III, Regulation 2.2).
- 1.4 In certifying compliance with the IP Code, Part III, Regulation 2, the RO must verify that all equipment that is part of the personnel transfer (such as nets, rigid baskets, rigid transfer capsules, small boats, workboats) meets the applicable standards or classification rules to the satisfaction of the surveyor.
- 1.5 SOLAS survival and rescue davits are not acceptable for use as part of a system for personnel transfer.

### **2.0 Cargo Ships**

- 2.1 Ships certified in accordance with SOLAS Chapter I must comply with the additional regulations in the IP Code, Part IV.

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<sup>1</sup> As defined by the 2008 Code of Safety for Special Purpose Ships (SPS Code).

<sup>2</sup> Refer to EN13852-1:2013, Part 5.10 and Annex G4.

- 2.2 Dangerous goods are considered cargo and must be transported in accordance with SOLAS Chapter VII and the IP Code Part IV, Regulation 8. Special attention must be paid to the number of persons allowed to be carried as provided in the following IP Code Part IV, Regulation 8 subsections:

Section	Title
8.2	<i>Carriage of dangerous goods in packaged form</i>
8.3	<i>Carriage of dangerous goods in solid form in bulk</i>
8.4	<i>Carriage of dangerous liquified chemicals, liquefied gasses and oil</i>

### 3.0 High-Speed Cargo Craft

- 3.1 Craft certified in accordance with SOLAS Chapter X must comply with the additional regulations in the IP Code, Part V.
- 3.2 Compliance with these additional regulations means that such craft are not permitted to carry more than 60 persons on board.
- 3.3 Dangerous goods brought onboard by industrial personnel for their role off the craft must be considered as cargo and transported in accordance with the International Code of Safety for High-Speed Craft (HSC Code), Chapter 7, Part D and the IP Code, Part V, Regulation 8.

### 4.0 Master's Responsibilities

- 4.1 The Master may prohibit persons from boarding the vessel as industrial personnel without documentary evidence that they:
- 4.1.1 are at least 16 years old;
  - 4.1.2 are physically and medically fit as documented by an Oil & Energy UK certificate of fitness, the standard in the Seafarers' Training, Certification and Watchkeeping Code (STCW Code) B-I/9 applicable to engineers, or an equivalent;<sup>3</sup> and
  - 4.1.3 have received training or instructions in personal survival, fire safety, and personal safety and social responsibility as required by the IP Code, Part III, Regulation 1.
- 4.2 The Master must provide prior consent to any dangerous goods being brought on board by industrial personnel. In such cases, the dangerous goods may only be brought on board for the purpose of the industrial personnel's role off the ship; and must be considered as cargo and be transported in accordance with Part A of SOLAS Chapter VII.

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<sup>3</sup> Refer to the IP Code, Part II, Regulation 1.2.1 and Part III, Regulation 1.

- 4.3 The Master must ensure the IP Code requirements are complied with regarding safe transfer of personnel.
- 4.4 The Master must ensure that safety induction and familiarization training is provided to all industrial personnel when arriving on board the vessel for the first time.

## **5.0 Survey and Certification**

- 5.1 Ships to which the IP Code applies must carry onboard a valid Industrial Personnel Safety Certificate issued by an RMI RO after a successful Initial or Renewal survey in accordance with the IP Code.
- 5.2 Ships of less than 500 GT which are issued an Industrial Personnel Safety Certificate must have any relaxations indicated on the certificate.
- 5.3 The Industrial Personnel Safety Certificate validity, survey dates, and endorsements must be harmonized with the relevant SOLAS certificates per SOLAS Regulation I/14 or X/3.2, as appropriate. The certificate must include a Record of Equipment, as required by the IP Code. Refer to Table 1 of IMO Circular [MSC.1/Circ.1680](#) for UIs on survey and certification.
- 5.4 The Industrial Personnel Safety Certificate and Record of Equipment<sup>4</sup> must be issued in addition to the certificates required by SOLAS Regulation XV/5.1.1 or by MN [2-011-8](#), as applicable.
- 5.5 Ships are not required to carry an SPS Code certificate in addition to an IP Code certificate. However, shipowners may want to maintain both SPS and IP Code certifications to legitimize the carriage of special personnel on board and the application of the related operational provisions of the SPS Code.
- 5.6 A Statement of Compliance (SoC) with IMO Resolution [MSC.418\(97\)](#) or an SOC with the IP Code may have been issued by an RMI RO to cargo ships and high-speed craft constructed prior to 1 July 2024 for authorization to carry more than 12 industrial personnel prior to that date. No additional authorization from the Administrator is required.<sup>5</sup>

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<sup>4</sup> The Record of Equipment must indicate all items onboard, not just the additional items required by the IP Code.

<sup>5</sup> Note that after 1 July 2024, an Industrial Personnel Safety Certificate must be issued, based on survey dates, in accordance with SOLAS Regulation XV/3.2 and XV/3.3.