



**REPUBLIC OF  
THE MARSHALL ISLANDS**  
**MARITIME ADMINISTRATOR**

Marine Notice

No. 2-011-60

Rev. Mar/2024

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

**SUBJECT: Safety Requirements for Vessels Carrying Industrial Personnel**

- Reference:**
- (a) **SOLAS**, *International Convention for the Safety of Life at Sea, Consolidated Edition 2020*
  - (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) **RMI [Maritime Regulations](#)** (MI-108)
  - (h) **RMI Marine Notice [2-011-8](#)**, *National Safety Requirements for Miscellaneous Vessels Not Covered by International Conventions*

**PURPOSE**

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

Upon its publication, the Administrator will revoke:

- MN 2-011-36, *National Safety Requirements for Vessels Carrying Persons in Addition to Crew*, the content of which is superseded by the Industrial Personnel Code; and
- MN 2-011-35, *National Safety Requirements for Offshore Supply Vessels*, as offshore supply vessels are cargo vessels that are adequately covered by other instruments.

## BACKGROUND

The IP Code is mandatory under SOLAS XV (IMO Resolution [MSC.521\(106\)](#)) and takes effect on 1 July 2024. It was developed to supplement existing International Maritime Organization instruments and provide an international standard of safety for ships carrying IP. It is based on the Code of Safety for Special Purpose Ships (2008 SPS Code) but also contains adaptations and provisions for the training of IP, safe personnel transfer, and the carriage of dangerous goods.

## APPLICABILITY

- A. RMI-flagged cargo ships and high-speed cargo craft operating on international voyages which carry more than 12 IP must comply with the IP Code as follows and as provided in §5.1 below.
- 1) Cargo ships and high-speed cargo craft of 500 gross tons and upwards, constructed on or after 1 July 2024 which carry more than 12 IP must comply fully with the IP Code.
  - 2) Cargo ships of 500 gross tons and upwards constructed before 1 July 2024, authorized by the Administrator prior to that date to carry more than 12 IP in accordance with IMO Resolution [MSC.418\(97\)](#), must comply with IP Code regulations:
    - 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 gross tons and upward constructed before 1 July 2024, authorized by the Administrator prior to that date to carry more than 12 IP in accordance with IMO Resolution [MSC.418\(97\)](#), must comply with IP Code regulations:
    - 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 gross tons and upwards, irrespective of the date of construction, that have not been authorized by the Administrator to carry more than 12 IP based on IMO Resolution [MSC.418\(97\)](#) must be certified in accordance with SOLAS Chapter XV and the IP Code.
- B. Cargo ships and high-speed cargo craft less than 500 gross tons, operating on international voyages, which carry more than 12 IP, must comply with the IP Code as far as practicable, beginning 1 July 2024.<sup>1</sup>

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1. The IP Code invites Administrations to apply the IP Code to cargo ships and high-speed cargo craft less than 500 gross tons. This is an Administrator requirement promulgated under the RMI [Maritime Regulations](#) §2.11.2.

- 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 MODU Codes.
- 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 IP. Such ships do not require an IP Code certificate and are not required to comply with any IP Code requirements.

## DEFINITIONS

Key terms are provided below. They come 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 the number of passengers shall not exceed 12. Industrial personnel must not be treated or considered 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 this 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>2</sup>

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2. As defined by the 2008 SPS Code.

## REQUIREMENTS

### 1.0 Safe Transfer of Personnel

- 1.1 All vessels to which the IP Code applies must comply with Part III, Regulation 2 of that code 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/2.1.10).
- 1.3 The Administrator accepts the relevant sections of EN13852-1:2013<sup>3</sup>, and those of an RO that is a classification society, for the design, construction, testing, and installation of personnel transfer arrangements (IP Code, Part III/2.2).
- 1.4 In certifying compliance with IP Code, regulation III/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 IP Code, Part IV.
- 2.2 Dangerous goods are considered cargo and must be transported in accordance with SOLAS VII and IP Code Part IV/8. Special attention must be paid to the number of persons allowed to be carried as provided in the following IP Code subsections:
  - 8.2 *Carriage of dangerous goods in packaged form;*
  - 8.3 *Carriage of dangerous goods in solid form in bulk; and*
  - 8.4 *Carriage of dangerous liquified chemicals, liquefied gasses and oil.*

### 3.0 High-Speed Cargo Craft

- 3.1 Craft certified in accordance with SOLAS Chapter X must comply with the additional regulations in 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.

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3. Refer to EN13852-1:2013, Part 5.10 and Annex G4.

- 3.3 Dangerous goods brought onboard by IP personnel for their role off the craft must be considered as cargo and transported in accordance with the HSC Code, Chapter 7, part D and IP Code Part V/8.

#### 4.0 Master’s Responsibilities

- 4.1 The Master may prohibit persons from boarding the vessel as IP without documentary evidence that they are:
- .1 at least 16 years old;
  - .2 physically and medically fit as documented by an Oil & Energy UK certificate of fitness, the standard in STCW Code B-I/9 applicable to engineers, or an equivalent;<sup>4</sup> and
  - .3 have received training or instructions in personal survival, fire safety, and personal safety and social responsibility as required by IP Code, III/1.
- 4.2 The Master must provide prior consent to any dangerous goods being brought onboard by IP. In such cases, the dangerous goods may only be brought on board for the purpose of the IP’s role off the ship; and must be considered as cargo and be transported in accordance with part A of SOLAS chapter VII.
- 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 IP when arriving on board the vessel for the first time.

#### 5.0 Certificate and Survey

- 5.1 Ships to which the IP Code applies must carry onboard a valid IP Safety Certificate issued by an RMI Recognized Organization (RO) after successful survey in accordance with the IP Code as follows:

Dates	Survey	
	Cargo Ships	High-speed craft
Constructed after 1 July 2024	Initial or renewal	Initial or renewal
Constructed before 1 July 2024 and authorized by the Administrator before that date to carry more than 12 IP in accordance with IMO Res. <a href="#">MSC.418(97)</a>	First intermediate or renewal survey, whichever occurs first after 1 July 2024	Third periodical or first renewal survey, whichever occurs first, after 1 July 2024
Irrespective of construction date	Cargo Ships and High-speed craft not authorized by the Administrator before 1 July 2024 to carry more than 12 IP must undergo survey and certification prior to carrying more than 12 IP onboard.	

4. Refer to IP Code, II/1.2.1 and III/1.

- 5.2 Ships of less than 500 gross tons which are issued an IP Safety Certificate, must have any relaxations indicated on the certificate.
- 5.3 The IP 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 supplement (a Record of Equipment) recording equipment required by the IP Code.
- 5.4 The IP Safety Certificate and Record of Equipment<sup>5</sup> must be issued in addition to the certificates required by SOLAS XV/5.1.1 or by Marine Notice [2-011-8](#), as applicable.
- 5.5 Ships are not required to carry a SPS Code certificate in addition to an IP Code certificate as the IP Code was designed to ensure, as a minimum, the same level as safety as the SPS Code. However, shipowners may want to maintain both SPS Code certification and IP Code certification 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 a SOC with the IP Code may be 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 IP prior to that date. No additional authorization from the Administrator is required.<sup>6</sup>
- 5.7 An NDOC that was issued to an RMI-flagged ship prior to 1 July 2024 may be converted to a SOC with the IP Code, provided it complies with MSC.418(97).

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<sup>5</sup> The Record of Equipment must indicate all items onboard, not just the additional items required by the IP Code.

<sup>6</sup> Note that after 1 July 2024, an IP Safety Certificate must be issued, based on survey dates, in accordance with SOLAS XV-3.2 or XV/3.3.