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

Norwegian ships which carry Special or Industrial Personnel

1. Purpose

The purpose of Instruction to Class (IC) 1-2009 rev.4 is to clarify requirements applicable to cargo ships registered in a Norwegian ship register, when such ships carry Special or Industrial personnel.

2. Application

IC 1-2009 rev.4 applies to cargo ships registered in a Norwegian ship register, when such cargo ships carry Special or Industrial Personnel.

3. Repeal

IC 1-2009 rev.4 repeals the following document:

- IC 1-2009 rev.3

4. Definitions

“*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.

“*Industrial Personnel*” means all persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other vessels or other offshore facilities and meet the criteria set out below. Such industrial personnel should not be considered or treated as passengers under SOLAS 1974 regulation I/2(e).

“*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.

5. Item

- 5.1. Cargo ships regardless of contract date or when the keel was laid, may be built and certified according to the requirements of
 - 5.1.1. the SPS Code 2008, as amended, or
 - 5.1.2. Annex 1 and Annex 2 to this IC.
- 5.2. Cargo ships, the keel of which is laid before 1 July 2016 may;
 - 5.2.1. be built and certified according to the requirements of IMO Res.A.534(13), as amended.
- 5.3. Additional damage stability requirement for cargo ships operating in close vicinity of offshore installations.
 - 5.3.1. Cargo ships operating in close vicinity of offshore installations shall also comply with the damage stability requirements in regulations of 1 July 2014 No. 1072 on the construction of ships, section 3(3) or section 3(4), depending on the date of construction, cf. section 2(2) c.

6. Certification

- 6.1. Cargo ships which comply with the requirements in the SPS Code 2008, as amended, or the requirements in IMO Res.A.534(13) as amended, may be issued with a Special Purpose Ship Safety Certificate accompanied by a SOLAS Exemption Certificate. SPS- and SOLAS Exemption Certificate are based on the ship's safety equipment and safety construction certificates.
- 6.2. The SOLAS Exemption Certificate should be drawn up in the form corresponding to the model given in Annex 3.
- 6.3. Cargo ships, the keel of which is laid before 1 July 2016 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 this IC, may be issued with a SPS certificate in accordance with IMO Res.A.534(13) valid for near coastal voyage. 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).

Annex 1

Life Saving Appliances on cargo ship carrying Special or Industrial personnel

The purpose of annex 1 to IC 1-2009 rev.4 is to clarify certain matters related to life-saving appliances to be installed on cargo ships carrying a large number of Special or Industrial personnel.

Part I

1. For cargo ships, the keel of which is laid before 1 July 2016, when such ships carry Special or Industrial Personnel

1.1. The following guidelines shall be followed with regards to the life-saving appliances on cargo ships, the keel of which is laid before 1 July 2016, when such ship carry a large number of Special or Industrial personnel on board:

Nos. of "Special purpose" personnel	Ships length in meters.	Additional requirements	Carrying capacity of fully enclosed lifeboats on each side	Carrying capacity of liferafts
50 or less	Less than 85	None		100 % each side *1
50 or less	More than 85	None	100 %	100 % *2
50 or less	More than 85	Damage stability and subdivision*3	50 %	100% each side. The liferafts shall be served by launching appliances
51 to 200	Regardless of length	None	100 %	100% each side.
51 to 200	Regardless of length	Damage stability and subdivision *3	50 %	100% each side. The liferafts shall be served by launching appliances
201 and over	Shall be certified as passenger ships on international voyages			

1. If not possible to transfer from side to side each side to have 150% capacity

2. If not possible to transfer from side to side each side to have 100% capacity

3. Damage stability and subdivision in accordance with Code of Safety for Special Purpose Ships, IMO Res.A.534(13) adopted on 17 November 1983, as amended by MSC/Circ.739.

1.2. Cargo ships < 85m in length with less than 50 Special or Industrial personnel on board shall carry liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.3.

1.3. Cargo ships > 85m in length with less than 50 Special or Industrial personnel on board, shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.1 or III/31.1.2.

1.4. Ships which comply with the above referenced damage stability and subdivision requirements, may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition, such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

- 1.5. Cargo ships regardless of length with 51-200 Special or Industrial personnel on board shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.1 or III/31.1.2. If the ship complies with the above referenced damage stability and subdivision requirements it may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition, such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.
- 1.6. Cargo ships regardless of the above requirements shall carry a rescue boat in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulation III/31.2.
- 1.7. Ships regardless of length which carry more than 200 persons on board, shall meet the SOLAS 1974 requirements for passenger ships in force on the date of which the keel was laid, and be certified as such.
- 1.8. Upon compliance with the above requirements, cargo ships with 50% lifeboat capacity on each side shall carry a SOLAS Exemption Certificate issued by the Recognised Organisation with the following text under "conditions":

“May carry enclosed lifeboats on each side of such aggregate capacity as will accommodate at least 50% of the total number of persons on board. In addition, the ship shall carry liferafts on each side of such aggregate capacity as will accommodate at least 100% of the total number of persons on board. The liferafts shall be served by launching appliances on each side.

The stability and subdivision requirements of Ch. 2.2 of IMO Res.A.534(13) have been complied with”
- 1.9. Further, please be advised that the NMA has provided the IMO with a notification of acceptance of these equivalent arrangements in accordance with the provisions of Regulation I/5 of the Convention.

Part II

1. For cargo ship carrying Special Personnel, the keel of which is laid on or after 1 July 2016.

1.1. The following guidelines shall be followed with regards to the life-saving appliances on cargo ships, the keel of which is laid on or after 1 July 2016, when such ship carry a large number of Special Personnel on board:

Nos. of persons on board	Ships length in meters.	Additional requirements	Carrying capacity of fully enclosed lifeboats on each side	Carrying capacity of liferafts
60 or less	Less than 85	None		100 % each side *1
60 or less	More than 85	None	100 %	100 % *2
60 or less	More than 85	Damage stability and subdivision*3	50 %	100% each side. The liferafts shall be served by launching appliances
61 to 240	Regardless of length	None	100 %	100% each side.
61 to 240	Regardless of length	Damage stability and subdivision *3	50 %	100% each side. The liferafts shall be served by launching appliances
241 and over	Shall be certified as passenger ships on international voyages			

1. If not possible to transfer from side to side each side to have 150% capacity
2. If not possible to transfer from side to side each side to have 100% capacity
3. Damage stability and subdivision in accordance with Code of Safety for Special Purpose Ships, Res.MSC.266(84) adopted on 13 May 2008, as amended.

1.2. Cargo ships < 85m in length with less than 60 persons on board shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.3.

1.3. Cargo ships > 85m in length with less than 60 persons on board shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.1 or III/31.1.2.

1.4. Ships which comply with the above referenced damage stability and subdivision requirements may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

1.5. Cargo ships regardless of length with 61-240 persons on board shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.1 or III/31.1.2. If the ship complies with the above referenced damage stability and subdivision requirements it may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition, such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

- 1.6. Cargo ships regardless of the above requirements shall carry a rescue boat in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulation III/31.2.
- 1.7. Cargo ships certified to carry more than 60 persons shall at least carry two rescue boat(s) in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulation III/21.2.1.
- 1.8. Ships regardless of length which carry more than 240 persons on board, shall meet the SOLAS 1974 requirements for passenger ships in force on the date the keel of which is laid, and be certified as such.
- 1.9. Upon compliance with the above requirements, cargo ships with 50% lifeboat capacity on each side shall carry a SOLAS Exemption Certificate issued by the Recognised Organisation with the following text under "conditions":

"May carry enclosed lifeboats on each side of such aggregate capacity as will accommodate at least 50% of the total number of persons on board. In addition, the ship shall carry liferafts on each side of such aggregate capacity as will accommodate at least 100% of the total number of persons on board. The liferafts shall be served by launching appliances on each side.

The stability and subdivision requirements of Ch. 2.2 of IMO Res.MSC.266(84) have been complied with."
- 1.10. Further, please be advised that the NMA has provided the IMO with a notification of acceptance of these equivalent arrangements in accordance with the provisions of Regulation I/5 of the Convention.

Annex 2

Damage Stability Requirements on cargo ships carrying Special or Industrial personnel

Part I

1. Definitions

For the purpose of this Annex, the following definitions are applicable:

- (a) *IMO Res.A.534(13)*: Code of Safety for Special Purpose Ships, adopted on 17 November 1983 as amended by MSC/Circ.739.
- (b) *IMO Res.MSC.266(84)*: SPS Code 2008 Code of Safety for Special Purpose Ships
- (c) *Special Purpose Ship*: As defined in IMO Res.A.534(13), paragraph 1.3.4, and shall include, but is not limited to, Seismic Research Vessels, Cable Layers, ROV Vessels and Construction Vessels.
- (d) *Subdivision length L_s*: The greatest projected moulded length of that part of the ship at or below deck or decks limiting the vertical extent of flooding with the ship at the deepest subdivision load line, cf. SOLAS 2004 Ch. II-1/25-2 para. 2.1.
- (e) *Length (L)*: Is the length as defined in the International Convention on Load Lines in force.
- (f) *IMO Res.A.469(XII)*: Guidelines for the Design and Construction of Offshore Supply Vessels, or when implemented into Norwegian Legislation; IMO Res.MSC.235(82) - Guidelines for the Design and Construction of Offshore Supply Vessels, 2006, as amended by IMO Res.MSC.335(90)¹.

2. References

- (a) Regulations adopted by the NMA on 1 July 2014 (No. 1072) on the construction of ships sections 3(3) and 3(4) are comparable to the requirements of IMO Res.A.469(XII) - Guidelines for the Design and Construction of Offshore Supply Vessels. It should however be noted that for ships which design deviates substantially from the design of a standard Offshore Supply/Support Vessel, the NMA shall be consulted with respect to the extent of a vertical damage.
- (b) SOLAS 1974 consolidated edition 2014

3. Background

The NMA's definition of an Offshore Support Vessel in Regulations of 1 July 2014 No.1072 on the construction of ships section 2(2) c, is wider than the definition used in IMO Res.A.469(XII) and IMO Res.MSC.235(82)². The definition in section 2(2) c includes ships that operate "in the close vicinity of oil platforms and other offshore structures in the open sea". Damage stability requirements apply irrespective of the length of ships that operate in the close vicinity of oil platforms and other offshore structures in the open sea.

¹ See Regulations of 1 July 2014 No. 1072 on the Construction of Ships section 3, third and fourth sub-section.

² Compare the definition in Regulations of 1 July 2014 No. 1072 on the Construction of Ships section 2 paragraph 2 letter c with the definition in IMO Res.A.469(XII) paragraph 1.2.1 and the similar definition in IMO Res.MSC.235(82) paragraph 1.2.1

Part II

Part II of Annex 2 applies to cargo ships, the keel of which is laid before 1 July 2016 intending to comply with the requirements of paragraph 5.1.2 of this IC.

1. Life-Saving Appliances on ships which carry Special or Industrial personnel

- 1.1. In paragraphs 3 and 4 below, and where the resulting requirements means that IMO Res.A.534(13) or IMO Res.MSC.266(84) apply, the carrying capacity of fully enclosed lifeboats on each side may be reduced to 50%, refer to Annex 1 part I or part II.
- 1.2. Cargo ships referred to in Annex 1 part I carrying more than 50 special or industrial personnel, and with a carrying capacity of enclosed lifeboats of less than 100% on each side, shall meet the requirements of IMO Res.A.534(13), independent of area of operation and subdivision length L_s or length (L).
- 1.3. Cargo ships referred to in Annex 1 part II carrying more than 60 persons, and with a carrying capacity of enclosed lifeboats of less than 100% on each side, shall meet the requirements of IMO Res.MSC.266(84), independent of the area of operation and length (L) or subdivision length L_s .

2. Damage stability for cargo ships, irrespective of length

- 2.1. Cargo ships, irrespective of length which shall operate within the safety zone of offshore installations, shall as a basis, comply with IMO Res.A.469(XII) or IMO Res.MSC.235(82) as amended by IMO Res.MSC.335(90), as applicable.
- 2.2. At owner's/builder's request, IMO Res.A.534(13) or IMO Res.MSC.266(84) may be applied in lieu of paragraph 2.1 above. In such cases paragraphs 3.4.1 or 3.4.2, shall apply as applicable.

3. Damage stability for cargo ships, L_s or length (L) ≥ 80 metres

- 3.1. Cargo ships with a contract date between 20 April 2005 and 20 May 2007 with a length (L) of 100 metres and above shall meet the probabilistic requirements of SOLAS 2004, Ch. II-1, Part B-1.
- 3.2. Cargo ships with a contract date between 20 May 2007 and 1 January 2009 and with a subdivision length L_s of 80 metres and above shall meet the probabilistic requirements of SOLAS 2004, Ch. II-1, Part B-1.
- 3.3. Cargo ships, the keel of which are laid on or after 1 January 2009 and with a length (L) of 80 metres and above shall meet the probabilistic requirements of SOLAS 2009, Ch. II-1, Part B-1.
- 3.4. As an alternative to the requirements in paragraphs 3.1, 3.2 and 3.3 above; item .5 of the footnote to SOLAS 2009 regulation II-1/4 (SOLAS 2004 regulation II-1/25-1), paragraph 1 may be applied, i.e. IMO Res.A.534(13) or IMO Res.MSC.266(84) as applicable. In such instances and when the vessel shall operate in close vicinity of offshore installations, the following should be observed:
 - 3.4.1. For vessels carrying more than 50 special or industrial personnel, IMO Res.A.534(13) may be considered as at least equivalent to IMO Res.A.469(XII), i.e. no additional national requirements need be applied.
 - 3.4.2. Notwithstanding paragraph 2.2.1 of IMO Res.A.534(13) for vessels carrying not more than 50 special personnel, the machinery space shall be subject to a damage stability standard of at least IMO Res.A.469(XII), with respect to both damage extent and survivability.

4. Cargo ships carrying more than 200 special or industrial personnel

- 4.1. Independent of subdivision length L_s or length (L) and not limited to stability requirements, these vessels shall comply with all SOLAS requirements applicable to passenger ships to the extent decided by the NMA in each particular case, or the SPS Code 2008 and the Norwegian addendum.

Part III

Damage Stability Requirements for cargo ships carrying Special Personnel, the keel of which is laid on or after 1 July 2016

1. Life Saving Appliances on cargo ships

- 1.1. In paragraphs 2 and 3 below, and where the resulting requirements means that IMO Res.MSC.266(84) applies, the carrying capacity of fully enclosed lifeboats on each side may be reduced to 50%, refer to Annex 1 part II.
- 1.2. Cargo ships carrying more than 60 persons and with a carrying capacity of enclosed lifeboats of less than 100% on each side, shall according to Annex 1 part II meet the requirements of IMO Res.MSC.266(84), independent of area of operation and length (L) of the ships.

2. Damage stability for cargo ships, Length (L) ≥80 metres

- 2.1. Cargo ships with a length (L) of 80 metres and above, shall meet the probabilistic requirements of SOLAS 1974, Ch. II-1, Part B-1.

As an alternative, item .5 of the footnote to SOLAS regulation II-1/4-1, paragraph 1 may be applied, i.e. IMO Res.MSC.266(84).

3. Cargo ships carrying more than 240 persons

- 3.1. Irrespective of length (L) and not limited to stability requirements, these vessels shall comply with all SOLAS 1974 requirements applicable to passenger ships to the extent decided by the NMA in each particular case, or the SPS code 2008 and the Norwegian addendum.

1 Exemption Certificate (SOLAS)

Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as modified by the Protocol of 1988 relating thereto, under the authority of the Government of Norway
by
The Norwegian Maritime Authority

Particulars of ship

IMO-number	Distinctive no. or letters	Name of ship	Port of registry	Gross tonnage
1234567	ABCD	Sample	Haugesund	wxyz

1.1

This is to certify:

That the ship is, under the authority conferred by regulation **I/5** of the Convention, exempted from the requirements of **chapters II-1, II-2, III, IV and V** of the Convention.

Conditions, if any, on which the Exemption Certificate is granted:

The vessel shall hold a valid Special Purpose Ship Safety Certificate according to the SPS Code 2008 (IMO Resolution MSC.266 (84)).

Voyages, if any, for which the Exemption Certificate is granted:

This certificate is valid until: **date as for the SPSSC**

subject to the **Cargo Ship Safety Equipment**
to which this certificate is attached, remaining valid.

Certificate,

Issued (*date*) **yyyy-mm-dd** at (*place*) **place**

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

.....
(Signature of duly authorized official issuing the certificate)

Distinctive number or letters:

1.1.1 Endorsement to extend the certificate if valid for less than 5 years where reg. I/14(c) applies

This certificate shall, in accordance with regulation I/14(c) of the Convention, be accepted as valid until..... subject to theCertificate, to which this certificate is attached, remaining valid.

Signed:
(Signature of authorized official)

Place:

(Seal or stamp of authority, as appropriate)

Date:

1.1.2 Endorsement where the renewal survey has been completed and regulation I/14(d) applies

This certificate shall, in accordance with regulation I/14(d) of the Convention, be accepted as valid until..... subject to theCertificate, to which this certificate is attached, remaining valid.

Signed:
(Signature of authorized official)

Place:

(Seal or stamp of authority, as appropriate)

Date:

1.1.3 Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where regulation I/14(e) or I/14(f) applies

This certificate shall, in accordance with regulation I/14(e) or I/14(f) ¹⁾ of the Convention, be accepted as valid until..... subject to theCertificate, to which this certificate is attached, remaining valid.

Signed:
(Signature of authorized official)

Place:

(Seal or stamp of authority, as appropriate)

Date: