

Circular recipients:

- Sdir: Norwegian Maritime Authority
- A: 16 specially authorized employment offices
- U: Selected Foreign Service stations
- P: Equipment manufacturers, any subgroups
- OFF: Offshore companies / OIMs / operators
- Hov: Main organizations
- Others:

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Requirements regarding transport and accommodation of industrial personnel

1. Application

This circular provides information on the requirements which need to be met in order for the Norwegian Maritime Authority (NMA) to process an application for an exemption for the transport or accommodation of industrial personnel on board cargo ships registered in a Norwegian ship register.

2. Introduction

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.

The NMA recognizes that there are ships of such a 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.

Developments in the offshore industry and work progressing at the IMO have led to the recognition of a new category of persons on board, industrial personnel.

The operations in reference are of a new kind, and international regulations are not yet in place. Until a new SOLAS chapter has been developed, the interim solution given in this circular will provide guidance for ships registered in a Norwegian ship register.

3. Purpose

This circular is adopted to give effect to the content in IMO Res. MSC.418(97).

4. Definitions of terms used in this circular

“Category A vessel” means a vessel the keel of which is laid, or which is at a similar stage of construction, on or after 1 July 2016

“Category B vessel” means a vessel the keel of which is laid, or which is at a similar stage of construction, before 1 July 2016

“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. Such industrial personnel should not be considered or treated as passengers under SOLAS 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. Requirements for industrial personnel

For the purpose of this circular, the company shall ensure that all industrial personnel should:

- .1 be not less than 16 years of age;
- .2 prior to boarding the ship, have received appropriate safety training, meeting the standard in paragraph 2.1 of section A-VI/1 of the STCW Code¹. 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), may be accepted;
- .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 Code², 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.

6. Requirements for ships

The Norwegian Maritime Authority accepts that transport or accommodation of industrial personnel are performed by ships with certificates stating compliance with the 2008 SPS Code (IMO Res.MSC.266(84)) and the damage stability requirements of IMO Res. MSC.235(82) as amended by MSC.335(90).

However, as certification according to the 2008 SPS Code is not appropriate for many existing vessels, the following will apply to Norwegian vessels, based on the keel laying date:

Category A vessels:

- Comply with the 2008 SPS Code and the damage stability required by IMO Res. MSC.235(82) as amended by MSC.335(90), also for vessels above 100 meters.

Category B vessels:

- Comply with either the 1983 or 2008 SPS Code and the damage stability required by IMO Res. A.469(XII) or MSC.235(82).
- Alternatively individual assessment including assessment of compliance with either the 1983 or the 2008 SPS Code or compliance with regulations and circulars in place at the time of construction of the vessel.
 - Time of construction in this context is application date on the following attached circulars:
 - IC 01-2009
 - NIS/NOR 02-2007
 - NIS/NOR 4/2005
 - NIS 1/2002

¹ Refer to: Regulations 22 December 2011 No. 1523 on qualifications and certificates for seafarers, section 9 first paragraph.

² Refer to: Regulations 22 December 2011 No. 1523 on qualifications and certificates for seafarers, section 6.

- In this context, “special personnel” in the above circulars means the total of special personnel and industrial personnel carried on a voyage.
- Such alternative assessment will be subject to acceptance from the relevant costal administration(s).

7. Operational requirements

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.

8. Application for exemption

Ship owners will need to apply for each ship separately to be accepted for tasks as given in this circular.

Lars Alvestad
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