



Notification Number: 2017/341/UK

Code for High-Speed Offshore Service Craft (HS-OSC) (Of up to 500GT carrying up to 60 persons)

Date received : 20/07/2017

End of Standstill : 23/10/2017

Message

Message 001

Communication from the Commission - TRIS/(2017) 01907

Directive (EU) 2015/1535

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan - Нотификация : 2017/0341/UK - Notificare.

No abre el plazo - Nezahtuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμμία έναρξη προθεσμίας - Does not open the delays - N'ouvre pas de délais - Non fa decorrere la mora - Neietekmē atlikšanu - Atidėjimai nepradedami - Nem nyitja meg a késések - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist - Не се предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201701907.EN)

1. Structured Information Line

MSG 001 IND 2017 0341 UK EN 20-07-2017 UK NOTIF

2. Member State

UK

3. Department Responsible

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4. Notification Number

2017/0341/UK - T20T

5. Title

Code for High-Speed Offshore Service Craft (HS-OSC)
(Of up to 500GT carrying up to 60 persons)

6. Products Concerned

The Code provides a vessel design standard primarily for the carriage of industrial personnel on high-speed craft servicing offshore wind turbines to support the wind-farm industry.

In accordance with SOLAS, a vessel carrying more than 12 passengers must be designed and built to the standard of a passenger vessel. Vessels carrying up to 12 passengers by definition, need only meet the design standard of a cargo ship.

The HS-OSC Code allows for the carriage of more than 12 passengers/industrial personnel up to a maximum of 60 persons onboard, subject to the vessel meeting certain design requirements and for the industrial personnel comply with certain safety requirements.

7. Notification Under Another Act

- The design standard is based on the IMO High-Speed Craft Code for cargo craft unless expressly stated otherwise.

8. Main Content

General

The code addresses only the principal variations from the HSC Code. All other UK and international regulations including load line, environmental protection, health and safety at work, employment law, COLREGS etc, continue to apply.

Application

Applies to HS-OSC that:

- (a) Are seagoing high speed offshore service craft;
- (b) of less than 500 Tons; and
- (c) Are UK HS-OSC or other HS-OSC operating in UK waters.

Industrial personnel requirements

Must be onboard for transport or accommodation for the purposes of offshore industrial activities;
Able bodied and meet appropriate medical standards;
Received basic safety training, according to relevant industry standards;
Understand the layout of the ship and handling the ship's safety equipment; and



Equipped with suitable personal protective equipment.

Operational requirements

Maximum number of persons onboard 60, of which up to 12 may be passengers. For craft less than 24m, maximum limit 36 POB. Must meet evacuation requirements as per HSC Code sections 4.7 and 4.8; Owner and master responsible for ensuring maximum number carried complies with the Permit to Operate; International voyages only to be undertaken with prior agreement of relevant port States; No persons under 16 years to be carried.

Survey and certification

UK Recognised Organisations (RO) authorised to carry out survey and certification in accordance with normal arrangements with MCA;

Alternative modes of operation - safety standards

To facilitate relocation voyages or voyages principally for the transport of equipment, the number of personnel or passengers can be reduced. Where this number is reduced to 12 or fewer in aggregate, craft less than 24m Load Line length can be certified in accordance with the Workboat Code.

Lifting equipment

To use a crane at sea, must comply with the requirements of the RO;
Craft to be of sufficient strength to withstand loads imposed when operating at its maximum overturning moment and maximum vertical reaction;
Information and instructions to the master concerning stability should be in accordance with Section 2.7.3 of the HSC Code.

Additions and exceptions to the HSC Code

The following lists the additions and exceptions to the HSC Code -

Chapter 1 - General

Section 1.2.1.2 Safety Management and Operational Procedures

Section 1.8 Certificate

Section 1.9 Permit to Operate

Chapter 2 - Buoyancy etc

Section 2.6.7 Extent of side damage

Section 2.6.8.1.2 Extent of stern damage

Section 2.6.9 Extent of bottom damage in areas vulnerable to raking damage

Section 2.6.10 Extent of bottom damage in areas not vulnerable to raking damage

Section 2.6.11 7 metre obstruction for multihull craft damage determination

Chapter 3 - Structures

Sections 3.3 and 3.4 Additional structural requirements

Chapter 4 - Accommodation and escape measures

Section 1.2.1.10 and 1.2.1.11 (Chapter 1) MLC 2006 standards for industrial personnel

Section 4.7.2 Design for safe evacuation

Section 4.11 Foredeck and bow fendering arrangements for personnel transfer operations

Chapter 7 - Fire Safety

Section 7.7.5 Fire pumps, fire mains, hydrants and hoses

Sections 7.10.1 and 7.10.3 Fire-fighters outfit, long handled axe and safety lamp

Section 7.17 Requirements for craft and cargo spaces intended for the carriage of dangerous goods

Chapter 8 - Life-saving appliances and arrangements

Sections 8.3, 8.7 and 8.10 Personal LSA

Section 8.11 Helicopter pick-up areas

Chapter 12 - Electrical installations

Section 12.8.2.2 Electrical installations, Part C - Requirements for Cargo Craft



Chapter 13 - Shipborne navigational systems
Section 13.10 Night vision equipment
Section 13.14 Sound reception system
Chapter 15 - Operating compartment layout
Section 15.3 Field of vision from the operating compartment
Chapter 18 - Operating requirements
Section 18.3 and 1.2.1.3 (Chapter 1) Manning, crew training and certification

9. Brief Statement of Grounds

Vessels which currently transport workers to offshore wind farms are only permitted to carry 12 of them as passengers. These vessels are classed as workboats and built to standards essentially in place for cargo ships. In order to carry more than 12 as passengers, vessels must comply with the more onerous safety requirements for passenger carrying services on passenger ships.

Industry has approached the Maritime and Coastguard Agency (MCA) to develop an appropriate new standard which will allow vessels to carry greater numbers of workers. This is in recognition that wind farms are increasingly being developed further from the shore, thus creating logistical problems in providing operational support for the building and maintenance of turbine structures. In addition, workers on offshore wind farms are required to be fit and have marine safety and survival training (to industry standards), and on that basis may not be considered as 'passengers' in the normal sense of the word.

There are ongoing discussions taking place at an international level at the IMO. However, the industry needs to be able to respond to progress in the wind farm sector, both in the UK and abroad.

The proposed new Code for High Speed Offshore Service Craft (HS-OSC Code) will provide a pragmatic and commercially viable solution for vessels which comply with it.

10. Reference Documents - Basic Texts

No Basic Text exists

11. Invocation of the Emergency Procedure

No

12. Grounds for the Emergency

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13. Confidentiality

No

14. Fiscal measures

No

15. Impact assessment

-



16. TBT and SPS aspects

TBT aspect

No - The draft is in conformity with an international standard

SPS aspect

No - The draft is not a sanitary or phytosanitary measure

European Commission

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