STATUTORY INSTRUMENTS

2025 No. 1298

MERCHANT SHIPPING

The Merchant Shipping (Safety Measures for Ships Carrying Industrial Personnel and Special Personnel) Regulations 2025

Made - - - -	*15th December 2025*
Laid before Parliament	*17th December 2025*
Coming into force	*19th January 2026*

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SCHEDULE — Amendments

The Secretary of State makes these Regulations in exercise of the powers conferred by sections 85(1), (3), (5) to (7), 86(1)(a) to (d), 302(1) and 306A of the Merchant Shipping Act 1995(**a**).

The Secretary of State has consulted such persons in the United Kingdom as the Secretary of State considers will be affected by the exercise of powers in this instrument in accordance with section 86(4) of the Merchant Shipping Act 1995.

These Regulations are made with the consent of the Treasury in so far as is required under section 302(1) of the Merchant Shipping Act 1995.

PART 1

Preliminary

Citation, commencement and extent

1.—(1) These Regulations may be cited as the Merchant Shipping (Safety Measures for Ships Carrying Industrial Personnel and Special Personnel) Regulations 2025 and come into force on 19th January 2026.

(2) These Regulations extend to England and Wales, Scotland and Northern Ireland.

Amendments

2. The amendments listed in the Schedule have effect.

Interpretation

3.—(1) In these Regulations—

"cargo ship" means any ship which is not a passenger ship, a high speed cargo craft or a special purpose ship;

"Chapter I" means Chapter I in the Annex to the Convention (general provisions)(**b**);

"Chapter X" means Chapter X in the Annex to the Convention (safety measures for high speed craft)(**c**);

(**a**) 1995 c.21. Sections 85 and 86 were amended by the Merchant Shipping and Maritime Security Act 1997 (c. 28), sections 8 and 29(2) and Schedule 7. Section 85 was amended by the British Overseas Territories Act 2002 (c. 8), section 2(3). Section 306A was inserted by the Deregulation Act 2015 (c. 20), section 106. There are other amendments but none is relevant. Sections 85 and 86 are applied to hovercraft by the Hovercraft (Application of Enactments) Order 1989 (S.I. 1989/1350).

(**b**) Chapter I has not been amended.

(**c**) Chapter X in the Annex to the Convention (see the footnote to the definition of Convention in this regulation) was adopted by Resolution 1 of the SOLAS conference on 24th May 1994 and came into force on 1st January 1996. Resolution 1 is available in hard copy from the International Maritime Organization (IMO) of 4 Albert Embankment, London SE1 7SR and from the Maritime and Coastguard Agency (MCA) of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email vesselstandards@mcga.gov.uk). Chapter X was amended by IMO Resolution MSC.99(73) (Cm 6001), which is also available from the IMO and at https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.99(73).pdf.

"Chapter XV" means Chapter XV in the Annex to the Convention (safety measures for ships carrying industrial personnel)(**a**);

"constructed" means, with respect to a ship, that the keel is laid or that the ship is at a similar stage of construction;

"Convention" means the International Convention for the Safety of Life at Sea, 1974(**b**);

"crew" means all persons carried on board a ship to provide navigation and maintenance of the ship, its machinery, systems and arrangements essential for propulsion and safe navigation or to provide services for other persons on board;

"flag administration" means, in relation to a ship, the administration of the State whose flag the ship is entitled to fly;

"gross tonnage" means gross tonnage as determined in accordance with regulation 6 or 12(1) of the Merchant Shipping (Tonnage) Regulations 1997(**c**);

"high speed cargo craft" means a high speed craft carrying not more than 12 passengers;

"high speed craft" has the meaning given to it in regulation 1.3 of Chapter X and includes hovercraft;

"High-Speed Craft Code, 2000" means the Code described in regulation 1.2 of Chapter X and includes the amendments adopted by IMO Resolution MSC.537(107)(**d**);

"IMO" means the International Maritime Organization, which is a special agency of the United Nations responsible for shipping safety and security and the prevention of pollution;

"industrial personnel" means a person who is transported or accommodated on board a ship for the purpose of offshore industrial activities performed on board other ships or on offshore facilities;

"IP Code" means the International Code of Safety for Ships Carrying Industrial Personnel(**e**);

"Merchant Shipping Notice" means a notice described as such and issued by the Maritime and Coastguard Agency (an executive agency of the Department for Transport) and includes a reference to any document amending or replacing that notice which is considered by the Secretary of State to be relevant from time to time and is specified in a Merchant Shipping Notice;

(**a**) Chapter XV in the Annex to the Convention was adopted by International Maritime Organization (IMO) Resolution MSC.521(106) and came into force on 1st July 2024. Resolution MSC.521(106) is available at https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.521(106).pdf and in hard copy from the Maritime and Coastguard Agency of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email vesselstandards@mcga.gov.uk) and from the IMO of 4 Albert Embankment, London SE1 7SR.

(**b**) Cmnd 7874. The Convention may be obtained in hard copy from the International Maritime Organization (IMO) of 4 Albert Embankment, London SE1 7SR or found on the Foreign, Commonwealth and Development Office (FCDO) treaties database (https://treaties.fcdo.gov.uk/awweb/pdfopener?md=1&did=79786). The Convention was modified by its Protocol of 1978 (Cmnd 8277) (https://treaties.fcdo.gov.uk/awweb/pdfopener?md=1&did=68013), which was replaced and abrogated by the Protocol of 1988 (Cm 5044) (https://treaties.fcdo.gov.uk/awweb/pdfopener?md=1&did=69573) with respect to the parties to the 1988 Protocol. The amendments to the Convention are available in hard copy from the IMO or found on the FCDO treaties database (https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch). Hard copies of the Command Papers are available for inspection free of charge but by appointment at the Parliamentary Archives, Houses of Parliament, London SW1A 0PW. The Parliamentary Archives catalogue numbers for the Command Papers are HL/PO/JO/10/11/2031/2878 (Cmnd 7874), HL/PO/JO/10/11/1959/2032 (Cmnd 8277) and HL/PO/JO/10/11/3156/2280 (Cm 5044).

(**c**) S.I. 1997/1510, amended by S.I. 2020/362. There are other amendments but none is relevant.

(**d**) The High-Speed Craft Code, 2000 was adopted by International Maritime Organization (IMO) Resolution MSC.97(73) on 5th December 2000 and came into force on 1st July 2002. The Code has been amended by IMO Resolutions MSC.175(79), MSC.222(82), MSC.260(84), MSC.271(85), MSC.326(90), MSC.352(92), MSC.424(98) and MSC.439(99). It is also amended by MSC.537(107), which comes into force on 1st January 2026. The Code and the amendments to it are available at https://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Pages/MSC.aspx and in hard copy from the IMO of 4 Albert Embankment, London SE1 7SR or found on the Foreign, Commonwealth and Development Office treaties database (https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch).

(**e**) The IP Code was adopted by International Maritime Organization (IMO) Resolution MSC.527(106) on 10th November 2022 and came into effect on 1st July 2024 upon entry into force of Chapter XV in the Annex to the Convention, which makes the IP Code mandatory and incorporates it into the Convention. The IP Code is available at https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.527(106).pdf and in hard copy from the IMO of 4 Albert Embankment, London SE1 7SR.

"non-United Kingdom ship" means any ship other than a United Kingdom ship;

"offshore industrial activities" means 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;

"passenger" means a person other than—

(a) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship;

(b) industrial personnel;

(c) special personnel; or

(d) a child under one year of age;

"passenger ship" means a ship which carries more than 12 passengers;

"similar stage of construction" means the stage at which—

(a) construction identifiable with a specific cargo ship or high speed cargo craft begins; and

(b) assembly of—

(i) the cargo ship has commenced comprising at least 50 gross tonnage or one per cent of the estimated mass of all structural material, whichever is less; or

(ii) the high speed cargo craft has commenced comprising at least 50 gross tonnage or three per cent of the estimated mass of all structural material, whichever is less;

"special personnel" means a person who is carried on board a ship in connection with the special purpose of that ship or because of special work being carried out on board the ship, but who is not a member of the crew;

"special purpose ship" means a ship which is not a passenger ship and which carries on board an aggregate of more than 12 persons consisting of special personnel and passengers where at least one person is special personnel;

"SPS Code 1983" means the Code of Safety for Special Purpose Ships, 1983, and includes the amendments adopted by IMO Resolution MSC.542(107)(**a**);

"SPS Code 2008" means the Code of Safety for Special Purpose Ships, 2008, and includes the amendments adopted by IMO Resolution MSC.543(107)(**b**);

"valid" means in force.

(2) Any reference in these Regulations to the SPS Code 1983 or the SPS Code 2008 includes any amendment or replacement of that Code which is considered by the Secretary of State to be relevant from time to time and which is specified in a Merchant Shipping Notice.

(3) Any reference in Part III, Part IV or Part V of the IP Code to a matter that is expressed as a matter that "should" be discharged must be read as a requirement to discharge.

(4) Any reference in Chapters 2 to 9 of the SPS Code 1983 or Chapters 2 to 9 of the SPS Code 2008 to a matter that is expressed as a matter that "should" be discharged must be read as a requirement to discharge.

(**a**) The SPS Code 1983 was adopted by International Maritime Organization (IMO) Resolution A.534(13) on 17th November 1983 and was amended by IMO Resolutions MSC.183(79), MSC.453(100), MSC.464(101) and MSC.502(105). It is also amended by MSC.542(107), which takes effect on 1st January 2026. Resolution A.534(13) is available at https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/AssemblyDocuments/A.534(13).pdf and the amending Resolutions are available at https://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Pages/MSC.aspx. The Resolutions are also available in hard copy from the IMO of 4 Albert Embankment, London SE1 7SR.

(**b**) The SPS Code 2008 was adopted by International Maritime Organization (IMO) Resolution MSC.266(84) on 13th May 2008 and was amended by IMO Resolutions MSC.408(96), MSC.445(99) and MSC.503(105). It is also amended by MSC.543(107), which takes effect on 1st January 2026. Resolution MSC.266(84) is available at https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.266(84).pdf and the amending resolutions are available in hard copy from the IMO of 4 Albert Embankment, London SE1 7SR or at https://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Pages/MSC.aspx.

(5) Any reference in these Regulations to a communication to be given "in writing" includes the provision of such communication by electronic mail, facsimile or other means, which is capable of producing a document containing the text of any communication and in a form sufficiently permanent to be used for subsequent reference.

Application

4.—(1) Subject to paragraphs (2) and (3), these Regulations apply to—

(a) cargo ships that carry an aggregate of more than 12 persons consisting of industrial personnel, special personnel and passengers where at least one person is industrial personnel;

(b) high speed cargo craft that carry an aggregate of more than 12 persons consisting of industrial personnel, special personnel and passengers where at least one person is industrial personnel; and

(c) special purpose ships.

(2) These Regulations apply to the ships referred to in paragraph (1) which are—

(a) United Kingdom ships, wherever they may be; and

(b) non-United Kingdom ships while they are in United Kingdom waters.

(3) These Regulations do not apply to—

(a) ships of war and naval auxiliary ships;

(b) ships owned or operated by a State and engaged only on governmental non-commercial service;

(c) fishing vessels;

(d) ships not propelled by mechanical means;

(e) wooden ships of primitive build;

(f) pleasure vessels;

(g) ships solely navigating the Great Lakes of North America and the River St Lawrence as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd meridian;

(h) any high speed cargo craft which has been issued with a certificate under regulation 13A(1) of the Merchant Shipping (Survey and Certification) Regulations 2015(**a**) (issue of certificates to HSOSC);

(i) any ship which has been issued with a certificate under regulation 12(6) of the Merchant Shipping (Small Workboats and Pilot Boats) Regulations 2023(**b**) (issue of certificates to workboats).

(4) A non-United Kingdom ship flying the flag of a State which is not a party to the Convention is not subject to these Regulations if it would not have been in United Kingdom waters but for stress of weather or any other circumstances which the master, owner or charterer, if any, could not have prevented.

(5) Where persons are on board a ship as a consequence of—

(a) the circumstances described in paragraph (4); or

(b) an obligation laid upon the master to carry shipwrecked or other persons(**c**),

those persons are not to be taken into account for the purpose of determining the application to that ship of any provision of these Regulations.

(**a**) S.I. 2015/508, amended by S.I. 2018/53, 2022/41, 2022/1219, 2025/1234 and these Regulations. There are other amendments but none is relevant.

(**b**) S.I. 2023/1216, amended by these Regulations. There is another amendment which is not relevant.

(**c**) Regulation 33 in Chapter V of the Convention (safety of navigation) places an obligation on the master to provide assistance to persons in distress at sea. This obligation is implemented in the Merchant Shipping (Safety of Navigation) Regulations 2020 (S.I. 2020/673).

(6) For the purposes of this regulation—

"fishing vessel" means a ship used for catching fish, whales, seals, walrus or other living resources of the sea; and

"pleasure vessel" means—

(a) any vessel which at the time it is being used is—

(i) in the case of a vessel wholly owned by—

(aa) an individual or individuals, used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or

(bb) a body corporate, used only for sport or pleasure and on which the persons on board are employees or officers of the body corporate, or their immediate family or friends; and

(ii) on a voyage or excursion which is one for which the owner does not receive money for or in connection with operating the vessel or carrying any person, other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion; or

(b) any vessel wholly owned by or on behalf of a members' club formed for the purpose of sport or pleasure which, at the time it is being used, is used only for the sport or pleasure of members of that club or their immediate family, and for the use of which any charges levied are paid into club funds and applied for the general use of the club,

where, in the case of any vessel referred to in paragraph (a) or (b), no other payments are made by or on behalf of users of the vessel, other than by the owner; and in this definition "immediate family" means, in relation to an individual, the spouse or civil partner of the individual, and a relative of the individual or the individual's spouse or civil partner; and "relative" means brother, sister, ancestor or lineal descendant.

Ambulatory reference

5.—(1) In these Regulations, any reference to Chapter I, Chapter X, Chapter XV, the High-Speed Craft Code, 2000 or the IP Code is to be construed—

(a) as a reference to Chapter I, Chapter X, Chapter XV, the High-Speed Craft Code, 2000 or the IP Code as modified from time to time; and

(b) as, if Chapter I, Chapter X, Chapter XV, the High-Speed Craft Code, 2000 or the IP Code is replaced, a reference to the replacement.

(2) For the purposes of paragraph (1), Chapter I, Chapter X, Chapter XV, the High-Speed Craft Code, 2000 or the IP Code is modified or replaced if the modification or replacement takes effect in accordance with Article VIII of the Convention.

(3) A modification or replacement of Chapter I, Chapter X, Chapter XV, the High-Speed Craft Code, 2000 or the IP Code has effect at the time such modification or replacement comes into force in accordance with Article VIII of the Convention.

Exemptions

6.—(1) The Secretary of State may exempt a ship or class of ship of 500 gross tonnage or more from any requirement of these Regulations—

(a) where the exemption is compatible with Chapter XV, the IP Code, the SPS Code 1983 or the SPS Code 2008, as the case may be; and

(b) if satisfied that compliance with such requirement is either impracticable or unreasonable in the case of that ship or class of ship.

(2) The Secretary of State may exempt a ship or class of ship which is less than 500 gross tonnage from any requirement of these Regulations, if satisfied that compliance with such requirement is either impracticable or unreasonable in the case of that ship or class of ship.

(3) An exemption under paragraph (1) or (2) may be granted subject to such terms as the Secretary of State considers fit to ensure the safety of the ship or class of ship.

(4) An exemption granted under paragraph (1) or (2) may, on the giving of reasonable notice, be altered or cancelled.

(5) An exemption granted under paragraph (1) or (2), or an alteration or cancellation under paragraph (4), must—

(a) be in writing;

(b) specify the date on which it takes effect; and

(c) specify the terms, if any, on which it is given.

(6) Where an exemption is granted subject to terms specified by the Secretary of State, the exemption ceases to have effect if any of those terms is not complied with.

(7) For the purposes of this regulation, a reference to "any requirement of these Regulations" is to be interpreted as including any requirement of Chapter XV, the IP Code, the SPS Code 1983 or the SPS Code 2008 applicable to a ship under these Regulations.

Equivalents

7.—(1) Where these Regulations require that—

(a) a particular fitting, material, appliance or apparatus, or a type of fitting, material, appliance or apparatus be fitted on, or carried in, a ship;

(b) a particular arrangement be made on, or in relation to, a ship; or

(c) any particular provision be made in relation to a ship,

the Secretary of State may approve any other fitting, material, appliance or apparatus, arrangement or other provision if satisfied that it is at least as effective as that required by these Regulations.

(2) An approval given under paragraph (1) may, on the giving of reasonable notice, be continued, altered or cancelled.

(3) Any approval given under paragraph (1), or a continuation, alteration or cancellation under paragraph (2), must—

(a) be in writing;

(b) specify the date on which it takes effect; and

(c) specify the terms, if any, on which it is given.

(4) For the purposes of paragraph (1), a reference to "these Regulations" is to be interpreted as including a reference to Chapter XV, the IP Code, the SPS Code 1983 or the SPS Code 2008, as the case may be.

Approvals

8.—(1) The Secretary of State, or any person authorised by the Secretary of State, may give an approval in relation to a United Kingdom ship for anything in Parts III to V of the IP Code, Chapters 2 to 9 of the SPS Code 1983 or Chapters 2 to 9 of the SPS Code 2008 which provides that it must be—

(a) approved by the Administration of the State whose flag the ship is entitled to fly;

(b) done to the satisfaction of that Administration; or

(c) acceptable to that Administration(**a**).

(**a**) Guidance in relation to the matters requiring the approval of the Secretary of State, and on matters which are acceptable to, or required to be to the satisfaction of, the Secretary of State, is contained in Marine Guidance Note (MGN) 701 (M). MGN 701 (M) is available at https://www.gov.uk/government/collections/marine-guidance-notices-mgns and in hard copy from the Maritime and Coastguard Agency of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email vesselstandards@mcga.gov.uk).

(2) An approval given under paragraph (1) or regulation 12(1)(b) (approval of training of special personnel appropriate to the role of developing seafarer skills) may, on the giving of reasonable notice, be continued, altered or cancelled.

(3) Any approval given under paragraph (1) or regulation 12(1)(b), or a continuation, alteration or cancellation under paragraph (2), must—

(a) be in writing;

(b) specify the date on which it takes effect; and

(c) specify the terms, if any, on which it is given.

(4) For the purposes of paragraph (1)(a), "approved" includes any requirement of Parts III to V of the IP Code, Chapters 2 to 9 of the SPS Code 1983 or Chapters 2 to 9 of the SPS Code 2008 for the Administration to provide its consent in relation to a requirement other than in the circumstances mentioned in paragraph (1)(b) or (c).

PART 2

Requirements for cargo ships and high speed cargo craft carrying industrial personnel

Requirements for cargo ships and high speed cargo craft constructed on or after 1st July 2024

9.—(1) This regulation applies to cargo ships and high speed cargo craft constructed on or after 1st July 2024.

(2) An owner and master of—

(a) a cargo ship; or

(b) a high speed cargo craft,

must comply with each requirement of Part III of the IP Code (training and safe transfer requirements) that applies to that cargo ship or high speed cargo craft.

(3) An owner and master of a cargo ship must comply with each requirement of Part IV of the IP Code (additional regulations for cargo ships) that applies to that ship.

(4) An owner and master of a high speed cargo craft must comply with each requirement of Part V of the IP Code (additional regulations for high speed cargo craft) that applies to that high speed cargo craft.

Requirements for cargo ships and high speed cargo craft constructed before 1st July 2024

10.—(1) This regulation applies to cargo ships and high speed cargo craft constructed before 1st July 2024.

(2) Subject to paragraph (3), an owner and master of a cargo ship must comply with each requirement of—

(a) Part III of the IP Code (training and safe transfer requirements); and

(b) Part IV of the IP Code (additional regulations for cargo ships),

that applies to that ship.

(3) Where, before 1st July 2024, a cargo ship was authorised to carry an aggregate of more than 12 persons consisting of industrial personnel, special personnel and passengers, where at least one person is industrial personnel, and that ship was provided with a document confirming compliance with the IMO Interim Recommendations by the relevant authorising body, the owner and master of such ship may, instead of the applicable requirements set out in paragraph (2), comply with each requirement that applies to that ship in—

(a) Chapters 2 to 9 of the SPS Code 2008; and

(b) subject to paragraph (4)—

(i) regulations 1 and 2 of Part III of the IP Code (training and safe transfer requirements), except for paragraph 2.1.7 in regulation 2 (lighting requirements); and

(ii) regulations 7 and 8 of Part IV of the IP Code (additional regulations for cargo ships relating to life-saving appliances and arrangements and dangerous goods).

(4) Where a cargo ship to which paragraph (3) applies has not been subjected to its first intermediate survey or renewal survey during the period beginning with 1st July 2024 and ending immediately before the day on which these Regulations come into force, that ship need not comply with the requirements of paragraph (3)(b) until immediately before the date of such intermediate survey or renewal survey, whichever occurs first.

(5) Subject to paragraph (6), an owner and master of a high speed cargo craft must comply with each requirement of—

(a) Part III of the IP Code; and

(b) Part V of the IP Code (additional regulations for high speed cargo craft),

that applies to that high speed cargo craft.

(6) Where, before 1st July 2024—

(a) a high speed cargo craft was authorised to carry an aggregate of more than 12 persons consisting of industrial personnel, special personnel and passengers, where at least one person is industrial personnel; and

(b) that craft was provided with a document by the relevant authorising body—

(i) confirming compliance with the IMO Interim Recommendations; and

(ii) specifying the standard, in accordance with the IMO Interim Recommendations, which the craft must meet,

the owner and master of such high speed cargo craft may, instead of the applicable requirements set out in paragraph (5), comply with each requirement that applies to that craft set out in paragraph (7).

(7) The alternative requirements referred to in paragraph (6) are—

(a) the requirements of the standard specified in the document mentioned in paragraph (6)(b) where that standard meets an equivalent level of safety to the requirements of the SPS Code 2008; and

(b) subject to paragraph (8)—

(i) regulations 1 and 2 of Part III of the IP Code, except for paragraph 2.1.7 in regulation 2; and

(ii) regulations 7 and 8 of Part V of the IP Code (additional regulations for high speed cargo craft relating to life-saving appliances and arrangements and dangerous goods).

(8) Where a high speed cargo craft to which paragraph (6) applies has not been subjected to its third periodical survey or first renewal survey during the period beginning with 1st July 2024 and ending immediately before the day on which these Regulations come into force, that craft need not comply with the requirements of paragraph (7)(b) until immediately before the date of such periodical survey or renewal survey, whichever occurs first.

(9) For the purposes of this regulation—

"authorised" means—

(a) in the case of a United Kingdom ship, authorised by the Secretary of State(**a**);

(**a**) United Kingdom and non-United Kingdom cargo ships and high speed cargo craft complying with the SPS Code 1983 or the SPS Code 2008 operating in UK waters or in the UK's exclusive economic zone and solely between UK ports, were authorised to carry more than 12 industrial personnel by way of Annex 2 of Marine Guidance Note (MGN) 674 (M). MGN 701 (M) replaces MGN 674 (M); both are available from the Maritime and Coastguard Agency (MCA) of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email vesselstandards@mcga.gov.uk). MGN 701 (M) is also available at https://www.gov.uk/government/collections/marine-guidance-notices-mgns.

(b) in the case of a non-United Kingdom ship—

(i) operating exclusively in and out of a port in the United Kingdom; and

(ii) which is not engaged on international voyages,

authorised by the Secretary of State; or

(c) in the case of a non-United Kingdom ship engaged on international voyages, authorised by that ship's flag administration;

"IMO Interim Recommendations" means the recommendations contained in IMO Resolution MSC.418(97)(**a**);

"intermediate survey" means—

(a) in the case of a United Kingdom ship, the survey required by regulation 9(1)(c) of the Merchant Shipping (Survey and Certification) Regulations 2015 (surveys of cargo ship structure, machinery and equipment: intermediate survey);

(b) in the case of a non-United Kingdom ship flying the flag of a State which is a party to the Convention, the survey required by regulation 10(a)(iii) in Chapter I (intermediate survey); and

(c) in the case of a non-United Kingdom ship flying the flag of a State which is not a party to the Convention, a survey which comprises the same matters as the survey specified in sub-paragraph (b);

"periodical survey" means—

(a) in the case of a United Kingdom high speed cargo craft and a non-United Kingdom high speed cargo craft flying the flag of a State which is a party to the Convention, the survey required by paragraph 1.5.1.3 of the High-Speed Craft Code, 2000 and described in paragraph 1.5.2.2 of that Code; and

(b) in the case of a non-United Kingdom high speed cargo craft flying the flag of a State which is not a party to the Convention, a survey which comprises the same matters as the survey specified in sub-paragraph (a);

"relevant authorising body" means—

(a) with respect to a ship referred to in paragraph (a) or (b) in the definition of "authorised", the Secretary of State; and

(b) with respect to a ship referred to in paragraph (c) in the definition of "authorised", the ship's flag administration;

"renewal survey" means—

(a) with respect to a cargo ship—

(i) in the case of a United Kingdom cargo ship, the survey required by regulation 7(b), 8(b) or 9(1)(b) of the Merchant Shipping (Survey and Certification) Regulations 2015 (requirements for cargo ship surveys);

(ii) in the case of a non-United Kingdom cargo ship flying the flag of a State which is a party to the Convention, the survey required by regulation 8(a)(ii), 9(a)(ii) or 10(a)(ii) in Chapter I (renewal survey); and

(iii) in the case of a non-United Kingdom cargo ship flying the flag of a ship which is not a party to the Convention, a survey which comprises the same matters as the survey specified in paragraph (ii); and

(b) with respect to a high speed cargo craft—

(i) in the case of a United Kingdom high speed cargo craft and a non-United Kingdom high speed cargo craft flying the flag of a State which is a party to the Convention,

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(**a**) International Maritime Organization (IMO) Resolution MSC.418(97) was adopted on 25th November 2016 and is available at https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MSCResolutions/MSC.418(97).pdf and in hard copy from the IMO of 4 Albert Embankment, London SE1 7SR.

the survey required by paragraph 1.5.1.2 of the High-Speed Craft Code, 2000 and described in paragraph 1.5.2.2 of that Code; and

(ii) in the case of a non-United Kingdom high speed cargo craft flying the flag of a State which is not a party to the Convention, a survey which comprises the same matters as the survey specified in paragraph (i).

PART 3

Requirements for ships carrying special personnel

Requirements for special purpose ships

11.—(1) Subject to paragraph (2), an owner and master of a special purpose ship must comply with each requirement of Chapters 2 to 9 of the SPS Code 2008 that applies to that ship.

(2) Where, before 1st July 2024, a special purpose ship constructed before 1st July 2009—

(a) complied with the requirements of Chapters 2 to 9 of the SPS Code 1983;

(b) was provided with a document confirming such compliance by the Secretary of State or the ship's flag administration, as the case may be; and

(c) has not been modified,

the owner and master of such special purpose ship may continue to comply with each requirement of Chapters 2 to 9 of the SPS Code 1983 that applies to that ship, instead of the requirements specified in paragraph (1).

(3) For the purposes of paragraph (2)(c), a special purpose ship is modified when it undergoes repairs, alterations or other modifications which substantially—

(a) alter the dimensions of the ship or the accommodation spaces on the ship; or

(b) increase the ship's service life.

Training of special personnel

12.—(1) The owner and master of a special purpose ship must ensure, before the ship leaves port on any voyage, that each special personnel who is to board the ship—

(a) has received training in—

(i) all aspects of ship operations;

(ii) the ship's safety procedures;

(iii) the ship's safety equipment; and

(iv) any other safety procedures relevant to that person's particular role on board;

(b) where engaged in training and practical marine experience in order to develop seafaring skills suitable for a professional career at sea, has undertaken training appropriate to that role approved by the Secretary of State; and

(c) holds—

(i) a valid medical fitness certificate issued under regulation 8 or 14 of the Merchant Shipping (Maritime Labour Convention) (Medical Certification) Regulations 2010(**a**); or

(ii) a valid certificate referred to in section 5.3 of Marine Guidance Note 701 (M).

(2) For the purposes of paragraph (1)(c)(ii), a reference to "Marine Guidance Note 701 (M)" means a document issued by the Maritime and Coastguard Agency and includes a reference to any

(**a**) S.I. 2010/737, amended by S.I. 2014/1614, 2018/242 and 2022/1219.

document amending or replacing that document which is considered by the Secretary of State to be relevant from time to time.

PART 4

Enforcement

Offences and penalties

13.—(1) Any contravention of—

(a) regulation 9(2) (compliance with Part III of the IP Code by cargo ships and high speed cargo craft constructed on or after 1st July 2024);

(b) regulation 9(3) (compliance with Part IV of the IP Code by cargo ships constructed on or after 1st July 2024);

(c) regulation 9(4) (compliance with Part V of the IP Code by high speed cargo craft constructed on or after 1st July 2024);

(d) regulation 10(2) (requirements for certain cargo ships constructed before 1st July 2024);

(e) regulation 10(5) (requirements for certain high speed cargo craft constructed before 1st July 2024);

(f) regulation 11(1) (requirements for special purpose ships); or

(g) regulation 12(1) (requirement for special personnel to have received training),

is an offence by the owner and master of the ship in respect of each case of non-compliance.

(2) An offence under paragraph (1) is punishable—

(a) on summary conviction—

(i) in England and Wales by a fine; or

(ii) in Scotland or Northern Ireland by a fine not exceeding the statutory maximum; or

(b) on conviction on indictment by imprisonment for a term not exceeding two years, or a fine, or both.

(3) It is a defence for a person charged with an offence under this regulation to prove that the person charged took all reasonable steps to avoid the commission of the offence.

Detention

14.—(1) For the purposes of this regulation, any reference to "the Act" is a reference to the Merchant Shipping Act 1995.

(2) Where a person with power to detain a ship has clear grounds for believing that there is a contravention of any of the requirements of these Regulations in relation to that ship, the ship may be detained in the United Kingdom.

(3) Section 284 of the Act (enforcing detention of ship)(**a**) applies where a ship is liable to be detained under this regulation as if—

(a) references to detention of a ship under the Act were references to detention of the ship in question under this regulation; and

(b) subsection (7) were omitted.

(4) Where a ship is liable to be detained under this regulation, the person detaining the ship must serve on the master a detention notice which—

(a) states the grounds for the detention; and

(**a**) Section 284 was amended by Schedule 1 to the Merchant Shipping and Maritime Security Act 1997 (c. 28) and S.I. 2015/664.

(b) requires the terms of the notice to be complied with until the ship is released by any person mentioned in section 284(1) of the Act.

(5) Subject to paragraph (6), section 96 (references of detention notices to arbitration)(**a**) and section 97 (compensation in connection with invalid detention of a ship) of the Act apply in relation to a detention notice issued pursuant to this regulation as they apply in relation to detention notices issued pursuant to section 95 (power to detain dangerously unsafe ship)(**b**).

(6) For the purposes of paragraph (5)—

(a) section 96 of the Act applies as if—

(i) subsection (3) were omitted;

(ii) the words "as a dangerously unsafe ship" in subsection (5) were omitted;

(iii) subsection (11) were omitted; and

(b) sections 96 and 97 of the Act apply as if "the relevant inspector" means a person issuing the detention notice pursuant to this regulation.

(7) Subject to paragraph (8), where a ship other than a United Kingdom ship is detained, the Secretary of State must immediately inform the ship's flag administration in writing.

(8) If it is not possible to inform the ship's flag administration in accordance with paragraph (7), the Secretary of State must inform the Consul of the State of the flag administration, or in the absence of a Consul, the nearest diplomatic representative of the State of the flag administration.

Signed by authority of the Secretary of State for Transport

Keir Mather
Parliamentary Under Secretary of State
15th December 2025 Department for Transport

We consent to the making of these Regulations

Stephen Morgan
Taiwo Owatemi
15th December 2025 Two of the Lords Commissioners of His Majesty's Treasury

SCHEDULE

Regulation 2

Amendments

Merchant Shipping (Survey and Certification) Regulations 2015

1. The Merchant Shipping (Survey and Certification) Regulations 2015 are amended as follows.

2. In regulation 3 (interpretation)—

(a) in paragraph (1)—

(i) in the definition of "cargo ship"—

(**a**) Section 96(7) was amended by Part 1 of Schedule 10 to the Tribunals, Courts and Enforcement Act 2007 (c. 15) and by Schedule 11 to the Constitutional Reform Act 2005 (c. 4). Section 96(10) was repealed by Schedule 4 to the Arbitration Act 1996 (c. 23).

(**b**) Section 95 was amended by Schedule 1 to the Merchant Shipping and Maritime Security Act 1997 (c. 28).

(aa) after sub-paragraph (c), omit "or";

(bb) after sub-paragraph (d), insert—

"(e) high speed cargo craft; or

(f) special purpose ship;";

(ii) after the definition of "Chapter XIV", insert—

""Chapter X" means Chapter X in the Annex to the SOLAS Convention (safety measures for high speed craft);";

(iii) in the definition of "Convention Certificate", at the end insert ", Industrial Personnel Safety Certificate or a Special Purpose Ship Safety Certificate";

(iv) after the definition of "gross tons", insert—

""high speed cargo craft" means a high speed craft carrying not more than 12 passengers;

"high speed craft" has the meaning given to it in regulation 1.3 of Chapter X;";

(v) for the definition of "HSC Code", substitute—

""HSC Code" means the International Code of Safety for High-Speed Craft, 2000 described in regulation 1.2 of Chapter X and includes the amendments adopted by IMO Resolution MSC.537(107);";

(vi) after the definition of "IMO", insert—

""industrial personnel" means a person who is transported or accommodated on board a ship for the purpose of offshore industrial activities performed on board other ships or offshore facilities;

"Industrial Personnel Safety Certificate" means the certificate of that description, including the record of equipment, contained in the Appendix to the IP Code, and which confirms that a ship complies with each requirement of the IP Code applicable to it and issued in respect of—

(a) a United Kingdom ship pursuant to regulation 13C (issue of Industrial Personnel Safety Certificates in respect of cargo ships and high speed cargo craft); or

(b) a ship flying the flag of a State other than the United Kingdom which is a party to the SOLAS Convention, by that State;";

(vii) after the definition of "international voyage", insert—

""IP and SPS Regulations" means the Merchant Shipping (Safety Measures for Ships Carrying Industrial Personnel and Special Personnel) Regulations 2025(**a**);

"IP Code" means the International Code of Safety for Ships Carrying Industrial Personnel;";

(viii) after the definition of "mile", insert—

""offshore industrial activities" means 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;";

(ix) for the definition of "passenger", substitute—

""passenger" means a person other than—

(a) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship;

(b) industrial personnel;

(c) special personnel;

(**a**) S.I. 2025/1298.

(d) a child under one year of age; or

(e) a person on board the ship either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons, or by reason of any circumstance which the master, owner or charterer, if any, could not have prevented;";

(x) in the definition of "SOLAS Convention", for "1974." substitute "1974;";

(xi) after the definition of "SOLAS Convention", insert—

""special personnel" means a person who is carried on board a ship in connection with the special purpose of that ship or because of special work being carried out on board that ship, but who is not a member of the crew;

"special purpose ship" means a ship which is not a passenger ship and which carries on board an aggregate of more than 12 persons consisting of special personnel and passengers where at least one person is special personnel;

"Special Purpose Ship Safety Certificate" means the certificate of that description, including the record of equipment, contained in the Appendix to the SPS Code 1983 or the Annex to the SPS Code 2008, whichever is applicable, and which confirms that a ship complies with each requirement of the SPS Code 1983 or the SPS Code 2008, as the case may be, applicable to it and issued in respect of—

(a) a United Kingdom ship pursuant to regulation 13D (issue of Special Purpose Ship Safety Certificate); or

(b) a ship flying the flag of a State other than the United Kingdom which is a party to the SOLAS Convention;

"SPS Code 1983" means the Code of Safety for Special Purpose Ships, 1983, and includes the amendments adopted by IMO Resolution MSC.542(107);

"SPS Code 2008" means the Code of Safety for Special Purpose Ships, 2008, and includes the amendments adopted by IMO Resolution MSC.543(107);

"statement of compliance" is a document which—

(a) in the case of a United Kingdom ship, confirms compliance by the ship with each requirement of Chapters 2 to 9 of the SPS Code 1983 or Chapters 2 to 9 of the SPS Code 2008 that applies to it and is provided by a Certifying Authority; or

(b) in the case of a ship which is not a United Kingdom ship, confirms compliance with each requirement of Chapters 2 to 9 of the SPS Code 1983 or Chapters 2 to 9 of the SPS Code 2008 that applies to it and is provided by the State whose flag the ship is entitled to fly.";

(b) after paragraph (6), insert—

"(7) In these Regulations, any reference to the IP Code is to be construed—

(a) as a reference to the IP Code as modified from time to time; and

(b) as, if the IP Code is replaced, a reference to the replacement.

(8) For the purposes of paragraph (7), the IP Code is modified or replaced if the modification or replacement takes effect in accordance with Article VIII of the SOLAS Convention.

(9) A modification or replacement of the IP Code has effect at the time such modification or replacement comes into force in accordance with Article VIII of the SOLAS Convention.

(10) Any reference in these Regulations to the SPS Code 1983 or SPS Code 2008 includes any amendment or replacement of that Code which is considered by the Secretary of State to be relevant from time to time and which is specified in a Merchant Shipping Notice.".

3. In regulation 5 (application and exemption), for paragraph (2)(c), substitute—

"(c) high speed craft which are certified in accordance with regulation 13(2) of the Merchant Shipping (High Speed Craft) Regulations 2022(**a**) unless they are subject to the IP and SPS Regulations,".

4. After regulation 9B (surveys of ships operating in polar waters), insert—

"**Surveys of cargo ships and high speed cargo craft carrying industrial personnel**

9C.—(1) A United Kingdom cargo ship to which the IP and SPS Regulations apply and which is engaged on international voyages must be subject to the surveys specified in paragraph (2), and each such survey must be carried out for the purpose of assessing compliance with each requirement of the IP Code that applies to it.

(2) The surveys referred to in paragraph (1) are—

(a) an initial survey, before the ship carries the persons referred to in paragraph (7) for the first time; and

(b) a survey at the same time as any survey required in respect of the ship under regulations 7 to 10 (surveys of cargo ships).

(3) A United Kingdom cargo ship to which the IP and SPS Regulations apply and which is engaged on voyages which are not international voyages, must be subject to the surveys specified in paragraph (4), and each such survey must be carried out for the purpose of assessing compliance with each requirement of the IP Code that applies to it.

(4) The surveys referred to in paragraph (3) are—

(a) an initial survey, before the ship carries the persons referred to in paragraph (7) for the first time; and

(b) a survey at the same time as any survey required in respect of the ship under regulations 7 to 10, as if that ship were engaged on international voyages.

(5) A United Kingdom high speed cargo craft to which the IP and SPS Regulations apply must be subject to the surveys specified in paragraph (6), and each such survey must be carried out for the purpose of assessing compliance with each requirement of the IP Code that applies to it.

(6) The surveys referred to in paragraph (5) are—

(a) an initial survey, before the high speed cargo craft carries the persons referred to in paragraph (7) for the first time; and

(b) a survey at the same time as any survey required by section 1.5 of the HSC Code (surveys of high speed craft).

(7) The persons referred to in paragraphs (2)(a), (4)(a) and (6)(a) are an aggregate of more than 12 persons consisting of industrial personnel, special personnel and passengers where at least one person is industrial personnel.

Surveys of special purpose ships

9D.—(1) A United Kingdom special purpose ship to which the IP and SPS Regulations apply and which is engaged on international voyages must be subject to the surveys specified in paragraph (2), and each such survey must be carried out for the purpose of assessing compliance with each requirement of—

(a) Chapters 2 to 9 of the SPS Code 1983; or

(b) Chapters 2 to 9 of the SPS Code 2008,

that applies to it.

(2) The surveys referred to in paragraph (1) are—

(**a**) S.I. 2022/1219, amended by S.I. 2025/1195 and 2025/1280, and by these Regulations.

(a) an initial survey, before the ship is put into service as a special purpose ship for the first time; and

(b) a survey at the same time as any survey required in respect of the ship under regulations 7 to 10 (surveys of cargo ships).

(3) A United Kingdom special purpose ship to which the IP and SPS Regulations apply and which is engaged on voyages which are not international voyages, must be subject to the surveys specified in paragraph (4), and each such survey must be carried out for the purpose of assessing compliance with each requirement of—

(a) Chapters 2 to 9 of the SPS Code 1983; or

(b) Chapters 2 to 9 of the SPS Code 2008,

that applies to it.

(4) The surveys referred to in paragraph (3) are—

(a) an initial survey, before the ship is put into service as a special purpose ship for the first time; and

(b) a survey at the same time as any survey required in respect of the ship under regulations 7 to 10, as if that ship were engaged on international voyages.".

5. After regulation 13B (issue of Polar Ship Certificate), insert—

"Issue of Industrial Personnel Safety Certificates in respect of cargo ships and high speed cargo craft

13C.—(1) Where a Certifying Authority is satisfied that the conditions set out in paragraph (2) are met in respect of a United Kingdom ship, the Certifying Authority must—

(a) issue an Industrial Personnel Safety Certificate in respect of that ship; or

(b) endorse the Industrial Personnel Safety Certificate issued in respect of the ship under paragraph (a).

(2) The conditions referred to in paragraph (1) are that—

(a) a survey for assessing the ship's compliance with Part 2 of the IP and SPS Regulations (requirements for cargo ships and high speed cargo craft carrying industrial personnel) has been satisfactorily completed; and

(b) the ship has been issued with any certificate or certificates applicable to it under regulation 13 (issue of certificates to United Kingdom ships engaged on international or short international voyages).

(3) Where an Industrial Personnel Safety Certificate has been issued in respect of a ship under paragraph (1)(a), any statement of compliance held by that ship ceases to be valid.

Issue of Special Purpose Ship Safety Certificate

13D.—(1) Where a Certifying Authority is satisfied that the conditions set out in paragraph (2) are met in respect of a United Kingdom ship, the Certifying Authority must—

(a) issue a Special Purpose Ship Safety Certificate in respect of that ship; or

(b) endorse the Special Purpose Ship Safety Certificate issued in respect of the ship under paragraph (a).

(2) The conditions referred to in paragraph (1) are that—

(a) a survey for assessing the ship's compliance with regulation 11 of the IP and SPS Regulations (requirements for special purpose ships) has been satisfactorily completed; and

(b) the ship has been issued with any certificate or certificates applicable to it under regulation 13 (issue of certificates to United Kingdom ships engaged on international or short international voyages).

(3) Where a Special Purpose Ship Safety Certificate has been issued in respect of a ship under paragraph (1)(a), any statement of compliance held by that ship ceases to be valid.".

6. In regulation 15 (duration and validity of certificates)—

(a) in paragraph (1)(b), for "or Polar Ship Certificate issued in respect of a cargo ship" substitute ", Polar Ship Certificate issued in respect of a cargo ship, Industrial Personnel Safety Certificate or Special Purpose Ship Safety Certificate";

(b) in paragraph (4)—

(i) in the words before sub-paragraph (a)—

(aa) after "9B(2)(b)", insert ", 9C(2)(b), 9C(4)(b), 9C(6)(b), 9D(2)(b) or 9D(4)(b);

(bb) for "9B", substitute "9D";

(ii) in sub-paragraph (b), after "9B(2)(b)" insert ", 9C(2)(b), 9C(4)(b), 9C(6)(b), 9D(2)(b) or 9D(4)(b);

(c) in sub-paragraph (c)—

(aa) after "9B(2)(b)", insert "9C(2)(b), 9C(4)(b), 9C(6)(b), 9D(2)(b) or 9D(4)(b)";

(bb) for "9B", substitute "9D";

(d) in paragraph (6)(b), for "9B" substitute "9D".

7. In regulation 16(1) (issue and duration of exemption certificates), after "13B", insert ", 13C, 13D".

8. In regulation 17 (extension and other provisions)—

(a) in paragraph (1)—

(i) for ", a Polar Ship Certificate issued in respect of a passenger ship", substitute "or a Polar Ship Certificate issued in respect of a passenger ship,";

(ii) for "9B", substitute "9D";

(b) in paragraph (2), after "9B" insert ", 9C or 9D";

(c) in paragraph (3), after "9B" insert ", 9C or 9D".

9. In regulation 18 (issue and endorsement of certificates by another government), in paragraph (1), after "regulations 13 and 13B" insert "to 13D".

10. In regulation 19 (requests made by other SOLAS governments), in paragraph (2), after "regulations 13 and 13B" insert "to 13D".

11. In regulation 22 (availability of certificates)—

(a) after "or a certificate", insert "or document, as the case may be,";

(b) after "23(5D)(b)" insert ", (5E)(b), (5F)(b), (5G)(b) or (5H)(b)".

12. In regulation 23 (prohibition on proceeding to sea without the appropriate documentation)—

(a) after paragraph (5D) insert—

"(5E) No United Kingdom cargo ship or high speed cargo craft which carries an aggregate of more than 12 persons consisting of industrial personnel, special personnel and passengers where at least one person is industrial personnel, may proceed to sea unless there is in force—

(a) an Industrial Personnel Safety Certificate; or

(b) until such time as a Certifying Authority issues an Industrial Personnel Safety Certificate under regulation 13C(1)(a), a statement of compliance confirming compliance with the SPS Code 2008 only.

(5F) No cargo ship or high speed cargo craft which carries the persons referred to in paragraph (5E) and which is not a United Kingdom ship, may operate in United Kingdom waters unless there is in force—

(a) in the case of a ship flying the flag of a State which is a party to the SOLAS Convention but which is not the United Kingdom, an Industrial Personnel Safety Certificate; or

(b) in the case of a ship flying the flag of a State which is not a party to the SOLAS Convention, a certificate that demonstrates compliance with each requirement of the IP Code referred to in regulation 9 or 10 of the IP and SPS Regulations, as the case may be, that applies to it.

(5G) No special purpose ship which is a United Kingdom ship may proceed to sea unless there is in force—

(a) a Special Purpose Ship Safety Certificate; or

(b) until such time as a Certifying Authority issues a Special Purpose Ship Safety Certificate under regulation 13D(1)(a), a statement of compliance.

(5H) No special purpose ship which is not a United Kingdom special purpose ship, may operate in United Kingdom waters unless there is in force—

(a) a Special Purpose Ship Safety Certificate; or

(b) a certificate that demonstrates compliance with each requirement of the SPS Code 2008 that applies to that ship.".

13. After regulation 25A (limit on the number of persons on HSOSC), insert—

"Limit on the number of persons on cargo ships and high speed craft carrying industrial personnel

25B. The owner and master of a cargo ship or high speed cargo craft must ensure that there is not on board a greater number of persons than that stated on—

(a) the ship's Industrial Personnel Safety Certificate; or

(b) in the case of a ship flying the flag of a State which is not a party to the SOLAS Convention, the certificate referred to in regulation 23(5F)(b) (certificate demonstrating compliance with the IP Code).

Limit on the number of persons on special purpose ships

25C. The owner and master of a special purpose ship must ensure that there is not on board a greater number of persons than that stated on—

(a) the ship's Special Purpose Ship Safety Certificate; or

(b) in the case of a special purpose ship which is not a United Kingdom ship, a certificate referred to in regulation 23(5H)(b) (certificate demonstrating compliance with the SPS Code 2008).".

14. In regulation 26 (penalties)—

(a) in paragraph (1) (offence of proceeding to sea in breach of survey requirements), for "9B" substitute "9D";

(b) in paragraph (2) (offence related to responsibilities of owner and master etc.), for "(5D)" substitute "(5H)";

(c) in paragraph (5) (offence related to limit on number of persons on board), for "25 or 25A", substitute "25 to 25C".

The Merchant Shipping (Fees) Regulations 2018

15. The Merchant Shipping (Fees) Regulations 2018(**a**) are amended as follows.

(**a**) S.I. 2018/1104, amended by S.I. 2022/1219, 2023/1216 and 2025/1103. There are other amendments but none is relevant.

16. In Schedule 1, in the table in paragraph 5 (fees for inspections, etc.) of Part 1 (surveys, inspections and applications for exemption)—

(a) in Section I (construction and equipment)—

(i) in the entry for the Merchant Shipping (High Speed Offshore Support Craft) Regulations 2022—

(aa) for "The Merchant Shipping (High Speed Offshore Support Craft) Regulations 2022", substitute "The Merchant Shipping (High Speed Offshore Service Craft) Regulations 2022"(**a**);

(bb) in the third column, at the end, insert "2025/1298";

(ii) in the entry for the Merchant Shipping (High Speed Craft) Regulations 2022, in the third column, at the end, insert "2025/1298";

(iii) in the entry for the Merchant Shipping (Small Workboats and Pilot Boats) Regulations 2023, in the third column, at the end, insert "2025/1298";

(b) in Section L (survey and certification)—

(i) in the entry for the Merchant Shipping (Survey and Certification) Regulations 2015, in the third column, at the end, insert "2025/1298";

(ii) at the end—

(aa) in the first column, insert "The Merchant Shipping (Safety Measures for Ships Carrying Industrial Personnel and Special Personnel) Regulations 2025";

(bb) in the second column, insert "2025/1298";

(cc) in the third column, insert "None".

The Merchant Shipping (High Speed Offshore Service Craft) Regulations 2022

17. The Merchant Shipping (High Speed Offshore Service Craft) Regulations 2022 are amended as follows.

18. In regulation 3 (application)—

(a) in paragraph (2)—

(i) for sub-paragraph (d), substitute—

"(d) is engaged in an operation to transport an aggregate of more than 12 persons consisting of industrial personnel, special personnel and passengers where at least one person is industrial personnel, from one place to another, including any part of that operation where they are not on board,";

(ii) in sub-paragraph (f)—

(aa) at the end of paragraph (v), omit "or";

(bb) at the end of paragraph (vi), insert ", or";

(cc) after paragraph (vi), insert—

"(vii) a high speed passenger craft";

(b) in paragraph (3)—

(i) for the definition of "high speed craft", substitute—

""high speed craft" has the meaning given to it in regulation 1.3 of Chapter X in the Annex to the International Convention for the Safety of Life at Sea, 1974;";

(ii) after the definition of "high speed craft", insert—

""high speed passenger craft" means a high speed craft which carries more than 12 passengers;";

(**a**) S.I. 2022/41, amended by these Regulations. There is another amendment which is not relevant.

(iii) in the definition of "offshore industrial activities", after "related" insert ", but not limited to,";

(iv) after the definition of "offshore industrial activities", insert—

""passenger" means a person other than—

(a) the master and the members of the crew or other persons employed or engaged in any capacity on board an HSOSC on the business of that HSOSC;

(b) industrial personnel;

(c) special personnel; or

(d) a child under one year of age;";

(v) after the definition of "pleasure vessel", insert—

""special personnel" means a person who is carried on board a ship in connection with the special purpose of that ship or because of special work being carried out on board that ship, but who is not a member of the crew;".

19. In regulation 4 (compliance and exemptions)—

(a) before paragraph (1), insert—

"(A1) An owner or master of an HSOSC must apply for certification of the HSOSC under—

(a) regulation 13A of the Merchant Shipping (Survey and Certification) Regulations 2015 (issue of certificates to HSOSC), or

(b) regulation 13(2) of the Merchant Shipping (High Speed Craft) Regulations 2022 (High Speed Craft Safety Certificate).";

(b) in paragraph (1), after "An HSOSC", insert "which is certified as described in paragraph (A1)(a)".

The Merchant Shipping (High Speed Craft) Regulations 2022

20. The Merchant Shipping (High Speed Craft) Regulations 2022 are amended as follows.

21. In regulation 4 (application)—

(a) in paragraph (1)(c)—

(i) in paragraph (ii), omit "for hire or reward";

(ii) in paragraph (iv), omit "which is carrying cargo for hire or reward";

(b) for paragraph (2)(j), substitute—

"(j) an HSOSC which has been examined, and in respect of which a certificate has been issued under regulation 13A(1) of the Merchant Shipping (Survey and Certification) Regulations 2015;";

(c) after paragraph (4), insert—

"(5) For the purposes of this regulation, "HSOSC" has the meaning given to it in regulation 3 of the Merchant Shipping (High Speed Offshore Service Craft) Regulations 2022.".

22. In regulation 9 (requirements in relation to high speed craft)—

(a) in paragraph (1), after "2002" insert ", except for a high speed craft to which the Merchant Shipping (Safety Measures for Ships Carrying Industrial Personnel and Special Personnel) Regulations 2025 apply,";

(b) in paragraph (2), after "2002," insert "except for a high speed craft to which the Merchant Shipping (Safety Measures for Ships Carrying Industrial Personnel and Special Personnel) Regulations 2025 apply,";

(c) after paragraph (2), insert—

"(2A) Subject to paragraph (5), a high speed craft constructed before 1st July 2002 and to which the Merchant Shipping (Safety Measures for Ships Carrying Industrial Personnel and Special Personnel) Regulations 2025 apply must comply with each requirement applicable to that craft in—

(a) the High-Speed Craft Code, 2000; and

(b) the approved standards specified in Merchant Shipping Notice 1672 (M+F) Amendment 4(**a**).";

(d) in paragraph (5), after "paragraphs (1), (2),", insert "(2A),".

The Merchant Shipping (Small Workboats and Pilot Boats) Regulations 2023

23. The Merchant Shipping (Small Workboats and Pilot Boats) Regulations 2023 are amended as follows.

24. In regulation 3(1) (interpretation), in the definition of "passenger"—

(a) at the end of sub-paragraph (b), omit "or";

(b) at the end of sub-paragraph (c), insert "or";

(c) after sub-paragraph (c), insert—

"(d) industrial personnel".

25. In regulation 4 (application)—

(a) for paragraph (2)(a), substitute—

"(a) a workboat or pilot boat carrying more than 12 persons consisting of passengers and industrial personnel;";

(b) after paragraph (3), insert—

"(4) For the purposes of this regulation—

"industrial personnel" means a person who is transported or accommodated on board a ship for the purpose of offshore industrial activities performed on board other ships or on offshore facilities; and

"offshore industrial activities" means 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.".

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations implement amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974 ("the Convention") adopted by International Maritime Organization (IMO) Resolution MSC.521(106) and which came into force on 1st July 2024. The amendments insert new Chapter XV into the Annex to the Convention, which contains safety measures for the carriage of industrial personnel. The Regulations also implement the International Code for Ships Carrying Industrial Personnel ("the IP Code"), adopted by IMO Resolution MSC.527(106), which is made mandatory by Chapter XV and was given effect on 1st July 2024. The Regulations also implement two further non-mandatory Codes developed in the IMO: the Code of Safety for Special Purpose Ships, 1983 ("the SPS Code 1983") and the Code of Safety for Special Purpose Ships, 2008 ("the SPS Code 2008"), relating to the carriage of special personnel.

(**a**) Merchant Shipping Notice 1672 (M+F) Amendment 4 is available at https://www.gov.uk/government/publications/msn-1672-mf-amendment-4-ship-inspection-and-survey-organisations and in hard copy from the Maritime and Coastguard Agency (MCA) of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email vesselstandards@mcga.gov.uk).

The Regulations contain requirements relating to the safe carriage of industrial personnel who are transported or accommodated on board cargo ships of any size and on high speed cargo craft for the purpose of offshore industrial activities. They apply where there is a total of more than 12 persons on board, consisting of industrial personnel, special personnel and passengers, where the maximum number of passengers does not exceed 12. The Regulations also contain requirements for the safe carriage of special personnel who are carried on board a ship in connection with the special purpose of that ship or because of special work being carried out on board the ship and apply where there is a total of more than 12 special personnel being carried on board, of which a maximum of 12 can be passengers. Industrial personnel and special personnel are neither passengers nor crew. In a situation where both industrial personnel and special personnel are being carried at the same time, the IP Code applies rather than the relevant SPS Code.

The Regulations apply, with limited exceptions, to cargo ships, high speed cargo craft and special purpose ships which are United Kingdom ships (regulation 4). They apply to the same types of ships flying the flag of another State, including States which are not parties to the Convention, when those ships are in United Kingdom waters.

The Regulations contain an ambulatory reference provision (regulation 5) so that any future amendments to provisions of the IP Code referenced in the Regulations will be automatically incorporated into the Regulations. Updates to the SPS Code 1983 or the SPS Code 2008 may be given legal effect by specifying them in a Merchant Shipping Notice (regulation 3(2)).

The Regulations provide for the granting of exemptions (regulation 6), the approval of equivalents (regulation 7) and for the approval of equipment and arrangements relating to the carriage of industrial personnel and special personnel (regulation 8).

The detail of the requirements for cargo ships and high speed cargo craft carrying industrial personnel and constructed on or after 1st July 2024 is contained in regulation 9. Grandfathering arrangements for cargo ships and high speed cargo craft carrying industrial personnel and constructed before 1st July 2024 are contained in regulation 10. Regulation 10 allows a relevant ship which was authorised by a State to carry more than 12 industrial personnel before 1st July 2024 to continue to do so in accordance with that authorisation and otherwise to comply with only certain specified provisions of the IP Code.

The detail of the requirements for ships carrying special personnel (special purpose ships) is contained in regulation 11, including grandfathering exceptions for special purpose ships which were operating in accordance with the SPS Code 1983 on 1st July 2024 and allows them to continue to do so in specified circumstances. Regulation 12 contains requirements on the owner and master to ensure that special personnel are subject to basic training requirements before going on board the ship.

Regulation 13 contains provision for offences and penalties and regulation 14 provides for the detention of cargo ships, high speed cargo craft and special purpose ships that do not comply with the Regulations.

Provision relating to the issue of certification for cargo ships and high speed cargo craft carrying industrial personnel and for ships carrying special personnel is made in the Merchant Shipping (Survey and Certification) Regulations 2015 (S.I. 2015/508) ("the 2015 Regulations") by way of amendments to those Regulations contained in the Schedule to these Regulations.

Amendments to the Merchant Shipping (High Speed Offshore Service Craft) Regulations 2022 (S.I. 2022/41) ("the HSOSC Regulations") are made to allow operators of high speed craft (including hovercraft) under 500 gross tonnage to elect to be certified under either the 2015 Regulations (and therefore comply with the requirements of the HSOSC Regulations) or under the Merchant Shipping (High Speed Craft) Regulations 2022 (S.I. 2022/1219) ("the High Speed Craft Regulations") for the purposes of carrying industrial personnel. These amendments are contained in the Schedule. Consequential amendments are also made to the High Speed Craft Regulations to ensure that high speed craft that would otherwise be in scope of the HSOSC Regulations can be subject to the High Speed Craft Regulations. The Schedule also contains other consequential amendments.

Guidance relating to the Regulations is contained in Marine Guidance Note (MGN) 701 (M), which is available from the Maritime and Coastguard Agency (MCA) of Spring Place, 105 Commercial Road, Southampton SO15 1EG (telephone 020 3817 2000 and email vesselstandards@mcga.gov.uk) and at https://www.gov.uk/government/collections/marine-guidance-notices-mgns. The text of the Code of Safety for Special Purpose Ships, 2008 and the Code of Safety for Special Purpose Ships, 1983 is contained, respectively, in Merchant Shipping Notice (MSN) 1919 (M) and Merchant Shipping Notice (MSN) 1920 (M), which can be found at https://www.gov.uk/government/collections/merchant-shipping-notices-msns; they are also available in hard copy from the MCA.

The Convention and its Protocol of 1988 may be obtained in hard copy from the International Maritime Organization (IMO), 4 Albert Embankment, London SE1 7SR and both are available on the Foreign, Commonwealth and Development Office (FCDO) treaties database (https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch). The text of the IMO Resolutions amending the Convention and Protocol may be obtained from the IMO in hard copy or at https://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Pages/Default.aspx.

Future amendments to the Convention and to the Protocol may be obtained in copy from the IMO and, after coming into force in the United Kingdom, found on the FCDO treaties database (https://treaties.fcdo.gov.uk/responsive/app/consolidatedSearch). Until such publication is made on the FCDO treaties database, an amendment will be available from the MCA and on https://www.gov.uk. An amendment will be publicised in advance of its in-force date by means of a Parliamentary Statement to both Houses of Parliament and by way of a Marine Guidance Note, which will be available in copy from the MCA and on https://www.gov.uk.

A full impact assessment has not been produced for this instrument as no significant impact on the private, voluntary or public sector is foreseen. Instead, a de minimis assessment has been prepared and is published alongside the instrument on www.legislation.gov.uk.

An Explanatory Memorandum is published alongside the instrument on www.legislation.gov.uk.

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£8.90

ISBN 978-0-34-827783-8

http://www.legislation.gov.uk/id/uksi/2025/1298

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