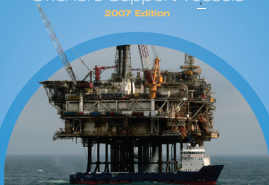


Guidelines for the
Transport and Handling of Limited Amounts
of Hazardous and Noxious Liquid
Substances in Bulk on
Offshore Support Vessels

2007 Edition



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Foreword

Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels were adopted by Assembly resolution A.673(16) on 19 October 1989. These Guidelines were amended and adopted by MEPC resolution MEPC.158(55) on 13 October 2006 and by MSC resolution MSC.236(82) on 1 December 2006. The Guidelines have been developed in accordance with the provisions set forth in regulation 11(2) of Annex II to MARPOL 73/78 and in recognition of the need for standards which provide an alternative to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk for these types of vessels.

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Preamble

1 These Guidelines have been developed for the design, construction and operation of offshore support vessels which transport limited amounts of hazardous and noxious liquid substances in bulk for the servicing and resupplying of offshore platforms, mobile offshore drilling units and other offshore installations, including those employed in the search for and recovery of hydrocarbons from the sea-bed.

2 These Guidelines have been developed in accordance with the provisions set forth in regulation 11(2) of Annex II to MARPOL 73/78 and in recognition of the need for standards which provide an alternative to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk for these types of vessels.

3 The Guidelines are intended to permit limited quantities of these hazardous and noxious liquid substances to be transported in bulk in offshore support vessels with minimum risk to the vessel, its crew and the environment.

4 The basic philosophy of the Guidelines is to apply standards contained in the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk to the extent that that is practicable and reasonable taking into account the unique design features and service characteristics of these vessels, as well as the limitation placed on amounts to be carried.

5 The Guidelines for the Design and Construction of Offshore Supply Vessels 2006 (resolution MSC.235(82)) adopted on 1 December 2006 are also applicable to offshore support vessels subject to these Guidelines.

6 It is recognized that the technology of the offshore industry is complex and subject to continued evolution as is evidenced by the growing need for specialized vessels such as well-stimulation vessels. To meet the needs of the industry the Guidelines should not remain static. The Organization will therefore periodically review the Guidelines, taking into account both experience and technical development. Amendments to the Guidelines involving requirements for new cargoes will be circulated periodically as new cargoes are proposed for carriage and the requirements are developed.

Chapter 1 – General

1.1 Application

1.1.1 The Guidelines apply to offshore support vessels, regardless of size or voyage, that, while not constructed or adapted primarily to carry in bulk cargoes subject to these Guidelines, carry, in limited quantities, the substances identified in 1.2.2. The Guidelines apply when these cargoes are carried.

1.1.2 For an offshore support vessel the keel of which is laid or which is at a similar stage of construction on or after 19 April 1990, the requirements in chapters 1 to 6 apply in full. For an offshore support vessel the keel of which is laid or which is at a similar stage of construction prior to 19 April 1990, the Guidelines apply as indicated in chapter 7.

1.1.3 A vessel irrespective of the date of construction, which is converted for the carriage of bulk liquids subject to these Guidelines on or after the date specified in 1.1.2 should be treated as a vessel constructed on the date on which such conversion commences. An existing offshore support vessel which transports a cargo subject to these Guidelines and undergoes modification for the transport of additional cargoes falling under these Guidelines should not be considered as a vessel which has undergone a conversion.

1.1.4 For the purpose of these Guidelines, “limited quantities” means that the aggregate quantity of bulk liquids identified in 1.2.2 that is carried is any amount not exceeding a maximum which is the lesser of 800 m³ or a volume in cubic metres equal to 40% of the vessel’s deadweight calculated at a cargo density of 1.0. For ships referred to in 1.3.4.2, such as well-stimulation vessels, the Administration may permit carriage of more than the maximum amount specified above.

1.1.5 For other ships, the Administration may permit carriage of more than the relevant maximum amount specified above, provided that the survival capability requirements of chapter 2 of the International Bulk Chemical Code or the International Gas Carrier Code are complied with.

1.1.6 The Guidelines apply only in the case of bulk carriage involving transfer of the cargo to or from its containment which forms part of the vessel or remains on board.

1.1.7 For provisions regulating the transport of dangerous goods and marine pollutants in packaged form, including transport of dangerous

goods in portable tanks, refer to the International Maritime Dangerous Goods (IMDG) Code.

1.1.8 These Guidelines apply in addition to the Guidelines for the Design and Construction of Offshore Supply Vessels. Where the present Guidelines set forth alternative safety standards, the standards in the present Guidelines should be followed.

1.2 Scope

1.2.1 The provisions of the Guidelines have been developed so that limited quantities of cargoes regulated under these Guidelines may be carried in bulk with minimum risk to the offshore support vessel, its crew, and to the environment.

1.2.2 Products which may be carried subject to the Guidelines are:

- .1 those hazardous and noxious liquids listed in appendix 1 and those other products which may be assigned to appendix 1 based on the following criteria:
 - .1.1 products which for safety reasons may be assigned for carriage on a type 3 ship as defined by the International Bulk Chemical Code and which are not required to meet the requirements for toxic products In section 15.12 of that Code,
 - .1.2 noxious liquid substances which would be permitted for carriage on a type 3 ship;
 - .2 flammable liquids.

1.2.3 Additives which are considered to fall outside the scope of products in 1.2.2 may be carried in limited amounts in accordance with requirements acceptable to the Administration. The aggregate amount of such additives which may be transported should not exceed 10% of the vessel's maximum authorized quantity of products subject to these Guidelines. An individual tank should contain not more than 10 m³ of these additives. The discharge of these additives into the sea from offshore support vessels is prohibited.

1.2.4 Carriage of products not listed in appendix 1 should be undertaken only in accordance with suitable preliminary carriage conditions prescribed by the Administration, having regard to the criteria for hazard evaluation of bulk chemicals as approved by the Organization and the limitation referred to in 1.2.2. The Organization should be notified of the preliminary evaluation and conditions so that the hazardous material may be considered for inclusion in appendix 1.

1.3 Definitions

Unless expressly provided otherwise, the definitions contained in chapters 1 and 4 of the International Bulk Chemical Code apply.

1.3.1 *Cargo area* is that part of the offshore support vessel where cargo and cargo vapours are likely to be present and includes cargo tanks, cargo pump-rooms, hold spaces in which independent tanks are located, cofferdams surrounding integral tanks and the following deck areas:

- .1 within 3 m of a cargo tank installed on deck;
- .2 within 3 m of a cargo tank outlet in case of independent tanks installed below deck;
- .3 within 3 m of a cargo tank outlet in case of integral tanks installed below deck and separated from the weather deck by a cofferdam;
- .4 the deck area above an integral tank without an overlaying cofferdam plus the deck area extending transversely and longitudinally for a distance of 3 m beyond each side of the tank;
- .5 within 3 m of any cargo liquid or vapour pipe, flange, cargo valve, gas or vapour outlet, or entrance or ventilation opening to a cargo pump-room.

1.3.2 *Deadweight* means the difference in metric tons between the displacement of an offshore support vessel in water of a density of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.

1.3.3 *Lightweight* means the displacement of an offshore support vessel in metric tons without cargo, fuel, lubricating oil, ballast water, fresh water and feed water in tanks, consumable stores, and passengers and crew and their effects.

1.3.4 *Offshore support vessels* are:

- .1 vessels which are primarily engaged in the transport of stores, materials and equipment to and from mobile offshore drilling units, fixed and floating platforms and other similar offshore installations; or
- .2 vessels, including well-stimulation vessels, but excluding mobile offshore drilling units, derrick barges, pipelaying barges and floating accommodation units, which are otherwise primarily engaged in supporting the work of offshore installations.

1.3.5 *Hazardous substance* is any substance either listed in chapter 17 of the International Bulk Chemical Code or having a hazard more severe than one of the minimum hazard criteria given in criteria for hazard evaluation of bulk chemicals as approved by the Organization.

1.3.6 *Pollution hazard only substance* means a substance having an entry only of “P” in column d in chapter 17 of the International Bulk Chemical Code.

1.3.7 *Safety hazard substance* means a substance having an entry of “S” or “S/P” in column d in chapter 17 of the International Bulk Chemical Code.

1.3.8 *Flammable liquid* is any liquid having a flashpoint not exceeding 60°C (closed cup test).

1.3.9 *International Bulk Chemical Code* means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (resolutions MSC.4(48) and MEPC.19(22) as amended).

1.3.10 *International Gas Carrier Code* means the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (resolution MSC.5(48) as amended).

1.4 Equivalents

1.4.1 When these Guidelines require that a particular fitting material, appliance, apparatus, item of equipment or type thereof should be fitted or carried in an offshore support vessel, or that any particular provision should be made, or any procedure or arrangement should be complied with, the Administration may allow any other fitting, material, appliance, apparatus, item of equipment or type thereof to be fitted or carried, or any other provision procedure or arrangement to be made in that ship, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance, apparatus, item of equipment or type thereof or that any particular provision, procedure or arrangement is at least as effective as that required by the Guidelines. However, the Administration may not allow operational methods or procedures to be made an alternative to a particular fitting, material, appliance, apparatus, item of equipment or type thereof, which are prescribed by these Guidelines, unless such substitution is specifically allowed by these Guidelines.

1.4.2 When the Administration so allows any fitting, material, appliance, apparatus, item of equipment, or type thereof, or provision, procedure, or arrangement, or novel design or application to be substituted thereafter, it should communicate to the Organization the particulars thereof together with a report on the evidence submitted so that the

Organization may circulate the same to other Contracting Governments to the 1974 SOLAS Convention, as amended, and Parties to MARPOL 73/78, for the information of their officers.

1.5 Survey and certification

1.5.1 Following a satisfactory initial survey of an offshore support vessel, the Administration or its duly authorized organization should issue a certificate, the model form of which is set out in appendix 2, suitably endorsed to certify compliance with the provisions of the Guidelines. If the language used is not English, French or Spanish, the text should include the translation into one of these languages. The certificate should indicate the cargoes regulated by these Guidelines that the vessel is permitted to carry with any relevant carriage conditions and should have a period of validity not to exceed five years.

1.5.2 The certificate issued under these Guidelines should have the same force and receive the same recognition as the certificate issued under regulations 7 and 9 of Annex II of MARPOL 73/78 and regulations VII/10 and VII/13 of the 1974 SOLAS Convention, as amended.

1.5.3 When the vessel is constructed to carry substances having only a marine pollution hazard, then the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk required under MARPOL 73/78, Annex II may be suitably endorsed and serve the purpose of 1.5.1.

1.5.4 The validities of the certificates referred to in 1.5.1 and 1.5.3 should be subject to the periodical, intermediate, annual, and additional surveys required by the International Bulk Chemical Code, the International Gas Carrier Code and MARPOL 73/78, Annex II.

Chapter 2 – Stability and cargo tank location

2.1 Stability

2.1.1 Offshore support vessels built in accordance with these Guidelines should be designed to meet the requirements for intact stability and for subdivision and damage stability contained in the Guidelines for the Design and Construction of Offshore Supply Vessels 2006 (resolution MSC.235(82)).