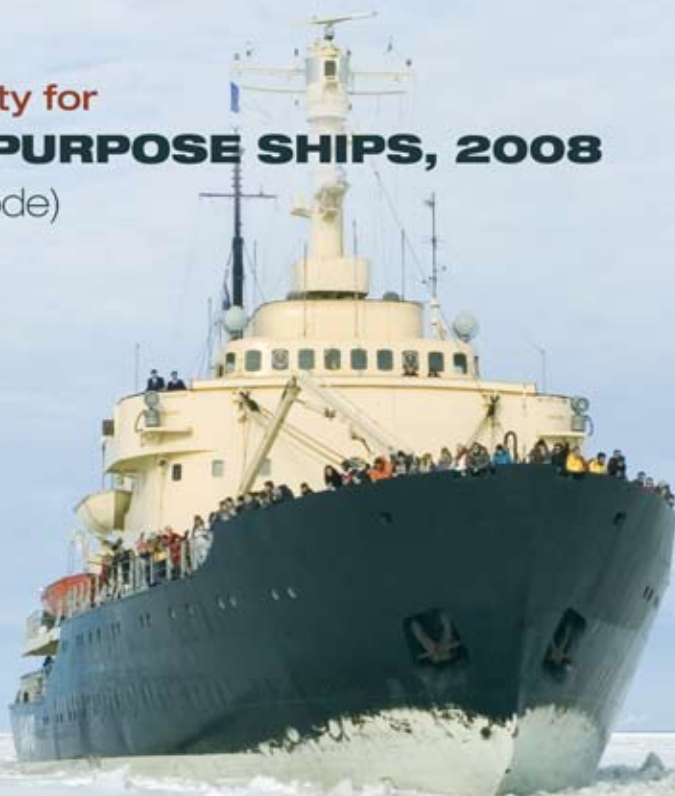


**Code of Safety for**  
**SPECIAL PURPOSE SHIPS, 2008**  
(2008 SPS Code)



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## Foreword

The Maritime Safety Committee, at its eighty-fourth session (7 to 16 May 2008), adopted, by resolution MSC.266(84), the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code), which had been developed following a thorough revision of the SPS Code adopted in 1983 by resolution A.534(13).

In adopting the 2008 SPS Code, the Committee recalled that, since the adoption of the previous SPS Code, many requirements of the SOLAS Convention had been amended and considerable experience had been gained in the Code's application, all of which was taken into account during the development of the new Code. Particular attention was paid to the matter of trainees on training ships which lead to a comprehensive revision of the term "special personnel".

The 2008 SPS Code supersedes the SPS Code adopted by resolution A.534(13) for special purpose ships certified on or after 13 May 2008. For special purpose ships certified before that date, the previous SPS Code (resolution A.534(13)) still applies.



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# Code of Safety for Special Purpose Ships, 2008\*

## Preamble

1 The Maritime Safety Committee, at its eighty-fourth session, revised the Code of Safety for Special Purpose Ships (SPS Code) adopted by resolution A.534(13) to bring it up to date with amendments to SOLAS and to extend the voluntary application of the revised Code to include training ships, whether or not covered by the application requirements of SOLAS.

2 The Code has been developed to provide an international standard of safety for special purpose ships of new construction, the application of which will facilitate operation of such ships and result in a level of safety for the ships and their personnel equivalent to that required by the International Convention for the Safety at Life of Sea, 1974.

3 For the purposes of this Code, a special purpose ship is a ship of not less than 500 gross tonnage which carries more than 12 special personnel, i.e. persons who are specially needed for the particular operational duties of the ship and are carried in addition to those persons required for the normal navigation, engineering and maintenance of the ship or engaged to provide services for the persons carried on board.

4 Because special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and have received some training in safety procedures and the handling of the ship's safety equipment, the special purpose ships on which they are carried need not be considered or treated as passenger ships.

5 In developing the safety standards for this Code it has been necessary to consider:

- .1 the number of special personnel being carried; and
- .2 the design and size of the ship in question.

6 While the Code has been developed for new ships of 500 gross tonnage and above, Administrations may also consider the application of

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\* The Code of Safety for Special Purpose Ships, 2008 comprises the annex to resolution MSC.266(84), the text of which is reproduced at the end of the present publication.

the provisions of the Code to ships of lesser tonnage. The term “new ship” has not been defined in order to give any Administration discretion to decide the effective date of entry into force.

7 For facilitating the operation of special purpose ships, this Code provides a certificate, called a Special Purpose Ship Safety Certificate, which should be issued to every special purpose ship. Where a special purpose ship is normally engaged on international voyages as defined in SOLAS it should, in addition, also carry SOLAS safety certificates, either:

- .1 for a passenger ship with a SOLAS Exemption Certificate; or
- .2 for a cargo ship with a SOLAS Exemption Certificate, where necessary,

as the Administration deems appropriate.

8 Noting that the Code may be readily applied to some ships that carry special personnel on board to which SOLAS does not apply, the Maritime Safety Committee invites Administrations to apply the standards of the Code to such ships to the extent deemed reasonable and practicable.

## Chapter 1 – General

1.1 The purpose of the Code is to recommend design criteria, construction standards and other safety measures for special purpose ships.

### 1.2 Application

1.2.1 Except as provided in 8.3, the Code applies to every special purpose ship of not less than 500 gross tonnage certified on or after 13 May 2008. The Administration may also apply these provisions as far as reasonable and practicable to special purpose ships of less than 500 gross tonnage and to special purpose ships constructed before 13 May 2008.

1.2.2 This Code does not apply to ships meeting the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code).

1.2.3 The Code is not intended for ships used to transport and accommodate industrial personnel that are not working on board.

## 1.3 Definitions

1.3.1 For the purpose of this Code, the definitions given hereunder apply. For terms used, but not defined in this Code, the definitions as given in SOLAS apply.

1.3.2 *Breadth (B)* means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material. The breadth (*B*) should be measured in metres.

1.3.3 *Crew* means all persons carried on board the 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.

1.3.4 *IMDG Code* means the International Maritime Dangerous Goods Code, adopted by the Maritime Safety Committee by resolution MSC.122(75), as amended.

1.3.5 *Length (L)* means 96% of the total length on a waterline of 85% at the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel, the waterline on which this length is measured should be parallel to the designed waterline. The length (*L*) should be measured in metres.

1.3.6 *LSA Code* means the International Life-Saving Appliance Code, adopted by the Maritime Safety Committee by resolution MSC.48(66), as amended.

1.3.7 *Organization* means the International Maritime Organization.

1.3.8 *Passenger* means every person other than:

- .1 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; and
- .2 a child under one year of age.

1.3.9 *Permeability* in relation to a space is the ratio of the volume within that space which is assumed to be occupied by water to the total volume of that space.

1.3.10 *SOLAS* means the International Convention for the Safety of Life at Sea, 1974, as amended.