MCA as a Marine Standards Administration:

- Flag Survey & Certification
  - Treaty/Non-Treaty

- Inspection
  - Paris MOU H&S

- Legal, Interpretation & Information
  - Rules to be followed

- Audit
  - Delegation

- Representation
  - IMO, ILO, EU

- Traffic Monitoring
  - Data management

- MCA Vision & Values
  - Safety, Professionalism, Trust & Respect

Safer Lives, Safer Ships, Cleaner Seas
Treaties:

- Safety of Life at Sea (SOLAS) Convention 1974
- Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs)
- International Convention of Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended
- International Convention on Maritime Search and Rescue, 1979
- ToRo - EU statutory requirements

- UK Operates a policy of Open Seas
Vessel Selection – Beyond Certification!

• Commercial considerations
• What is vessel permitted to do:
  – Convention/flag/class society requirements
  – Environmental limitations
  – Numbers of personnel on board
• Employer duty of care – good practice:
  – Vessel & crew fitness for purpose
  – Occupational Health & Safety
Current Challenges

• Extension of operations beyond application of Conventions, Codes and Guidelines; and
• Multifunctional ship design concepts; mostly in the context of being:
  – below convention size;
  – SOLAS (and load line) structural equivalences; and/or
  – additional “personnel” carried on/of the ships
• Need to improve standards transparency & establish new level playing field
Offshore Wind Energy Outlook towards 2025

- UK Round 3 & Scottish Territorial Waters: ~38.0 GW
- Germany (planned): ~25.8 GW
- Northern Europe: ~5.0 GW
- UK Round 2: ~7.2 GW
- UK Round 1: ~1.8 GW
- UK Round 1 & 2 Extension: ~1.7 GW

Water depth, distance to shore vs Year of commissioning
Global Demand? (GL)

- 250 to 1,000 turbines per year
- 150 to 700 km of export cable
- 4 to 20 vessels to install support structures
- 3 to 14 vessels to install turbines
- 1 to 8 vessels to repair turbines
- 300 to 500 support vessels
Ship types & Configurations

- Mobile Offshore Unit/Construction (MOU)
- New generation construction
- Supply & modified supply vessel
- Flotel/Accommodation
- Offshore Service Craft (small/large)
- Dynamic positioning (DP)
- Cable layer
- Guard Ship
Earlier Developments: Near shore

< UK Territorial Waters >

Preferred max transits at 20 Kts = 2 hours / 40 nautical miles
Round 3 Far Shore

≥ 24 metre Service Craft

>12 nm = International Waters

Daughter Craft

Mother Craft (Flotel)

Safer Lives, Safer Ships, Cleaner Seas
Mobile Offshore Unit/Construction (MOU)
New generation multipurpose construction

Safer Lives, Safer Ships, Cleaner Seas
Supply & modified supply vessel
Flotels and/or Accommodation
Offshore Service Craft

<24 metre
MCA MGN 280 or Brown Code

≥24 metre
Passenger Ship or HSC Code

Safer Lives, Safer Ships, Cleaner Seas
Dual Swath/HSC
Cable layer
Project Vessels?

- **<24m Service Craft**
  - MGN280 / Brown Code

- **≥24m Service Craft**
  - HSC Code / Pass Ship

- **Offshore Supply – Standard**
  - SOLAS or OSV Guidelines

- **Cable laying “Barge”?**
  - Load Line/SOLAS/MODU?

- **Heavy lift/Hybrid Installation – Self-elevating, DP?**
  - SPS/MODU/DP

- **OSV – enhanced/multi-purpose**
  - OSV Guidelines or SPS

- **Flotel?**
  - Passenger Ship or MODU Code?

- **Safer Lives, Safer Ships, Cleaner Seas**
Success of UK Workboat standard

- SVC Code under MGN 280
- Surge in use as the standard of choice
- Limited to 24 metres in length and 12 ‘passengers’
- Suitability for future of wind farm projects?
- 2013 revision of the Brown Code
Challenges - Impact Areas

- Areas of risk to be satisfied and balanced to enable progress
- Ship technical structural/operational elements identified
- Status of persons on board
- All of the above at national/International level
<table>
<thead>
<tr>
<th>Acronym description</th>
<th>IMO Resolutions</th>
<th>Date of application</th>
<th>Application to new ships</th>
<th>UK Documentation</th>
<th>Section in this notice</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Guidelines for the Design and Construction of Offshore Supply Vessels</strong></td>
<td></td>
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<tr>
<td>1981 OSV Guidelines</td>
<td>A.469(XII)</td>
<td>19/05/1982</td>
<td>24 - 100m Parts 2 &amp; 3</td>
<td>&gt;100m to satisfaction of Administration</td>
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<td>2006 OSV Guidelines</td>
<td>MSC.235(82)</td>
<td>01/06/2006</td>
<td>24 - 100m Parts 2 &amp; 3</td>
<td>&gt;100m to satisfaction of Administration</td>
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<tr>
<td><strong>Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk of Offshore Support Vessels</strong></td>
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<tr>
<td>LHNS Guidelines (2007 ed.)</td>
<td>A.673(16)</td>
<td>19/04/1990</td>
<td>Ch 1 to 6</td>
<td>Existing ships in accordance with Ch.7</td>
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<td>MEPC.158(55)</td>
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<td>MSC.236(82)</td>
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<tr>
<td><strong>Code of Safety for Special Purpose Ships</strong></td>
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<td>1984 SPS Code</td>
<td>A.534(13)</td>
<td>17/05/1984</td>
<td>≥ 500GT All</td>
<td>Statement of Compliance</td>
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<td>MSC/Circ.739</td>
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<tr>
<td>2008 SPS Code</td>
<td>MSC.266(84)</td>
<td>01/07/2009</td>
<td>≥ 500GT All</td>
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<tr>
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<td>MSC.299(87)</td>
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<td>MSC.1/Circ.1422</td>
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<tr>
<td><strong>Code for the Construction and Equipment of Mobile Offshore Drilling Units</strong></td>
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<td>1989 MODU Code</td>
<td>A.649(16)</td>
<td>01/05/1991</td>
<td>Within application of SOLAS</td>
<td>Statement of Compliance</td>
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<td>MSC.38(63)</td>
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<tr>
<td>1991 Amendments</td>
<td>MSC.Circ.561</td>
<td>01/02/1992</td>
<td>Within application of SOLAS</td>
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<tr>
<td>2009 MODU Code</td>
<td>A.1023(26) Corr.1</td>
<td>01/01/2012</td>
<td>Within application of SOLAS</td>
<td>Statement of Compliance</td>
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<tr>
<td><strong>IMO Guidance circular for the application of safety, security and environmental protection provisions to FPSOs and FSUs</strong></td>
<td>MSC-MEPC.2/Circ.9</td>
<td>Is a clarification to be applied retrospectively</td>
<td>All FPSOs and FSUs</td>
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</table>
### Vessel safety Guide - Regulatory Regime

<table>
<thead>
<tr>
<th>Regulatory Regime</th>
<th>Critical Factors</th>
</tr>
</thead>
</table>
| Either “SVC Code MGN 280(M) or one of the existing Codes of Practice, (e.g. Work-boat & Pilot Boat Code) | ≤ 12 passengers  
< 24m Load Line Length  
Service Restrictions Apply                                                      |
| High Speed Code                                                                 | >12 Passengers  
Service Restrictions Apply                                                       |
Service Restrictions Apply                                                       |
| SOLAS / SPS (International Conventions)                                           | > 500 GT  
Does not account for ferrying operations                                           |
## Vessel safety Guide - Regulatory Regime

<table>
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<tr>
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<th>Critical Factors</th>
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<tbody>
<tr>
<td>SOLAS (International Conventions) MODU Code Classification Society rules</td>
<td>Permanently manned* jack–ups with certified accommodation*</td>
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<tr>
<td>SOLAS (International Conventions) Classification Society rules</td>
<td>Permanently manned* jack–ups over 24m</td>
</tr>
<tr>
<td>SCV Code (MGN 280); or, Equivalent Flag state rules; or, Classification Society rules</td>
<td>Unmanned jack-up, not fitted with certified accommodation* and &lt; 24m Load Line Length</td>
</tr>
<tr>
<td>SOLAS / SPS (International Conventions)</td>
<td>&gt; 500 GT Does not account for ferrying</td>
</tr>
</tbody>
</table>