

Commonwealth of Dominica**Office of the Maritime Administrator**

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, MOBILE OFFSHORE DRILLING UNITS AND RECOGNIZED ORGANIZATIONS

SUBJECT: CONDITION ASSESSMENT SCHEME (CAS)

**REFERENCE: (a) Resolution MEPC.94(46), as amended and consolidated
(b) Regulations 13G and 13H of Annex I of MARPOL 73/78, as amended**

PURPOSE: The purpose of this Safety Circular is to ensure that the Condition Assessment Scheme, MEPC.94(46), as amended and consolidated (CAS) is properly conducted by providing guidance and instruction to Recognized Organizations and Shipowners.

**ANNEXES: (a) Form of Review Record
(b) Form of Statement of Compliance
(c) MEPC Resolutions on Condition Assessment Scheme: MEPC.94(46), MEPC.99(48), MEPC.112(50)
(d) MARPOL Annex 1 Regulations 13G and 13H (resolution MEPC.111(50))**

APPLICABILITY:

The requirements of the CAS apply to:

- .1 oil tankers of 5,000 tons deadweight and above and of 15 years and over after date of delivery of the ship, in accordance with regulation 13G(6);
- .2 oil tankers subject to the provisions of regulation 13G(7), where authorization is requested for continued service beyond the anniversary of the date of delivery of the ship in 2010; and
- .3 oil tankers of 5,000 tons deadweight and above and of 15 years and over after date of delivery of the ship, carrying crude oil having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, in accordance with regulation 13H(6)(a).

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Inquiries concerning the subject of this Circular should be directed to the Deputy Maritime Administrator
Commonwealth of Dominica, 32 Washington Street, Fairhaven, MA 02719 USA

registration@dominica-registry.com

REQUIREMENTS:

1.0 Background

1.1 The Condition Assessment Scheme, MEPC.94(46), as amended and consolidated, and regulations 13G and 13H of Annex I of MARPOL 73/78, as amended, are annexed to this Safety Circular, from which the Commonwealth of Dominica Flag Administration Recognized Organizations (“ROs”) and Shipowners shall take guidance. All references to “sections” in this Circular are to those in the CAS.

1.2 Section 11.2 requires that there shall be a verification of the CAS by the Administration. Even though a classification society recognized by the Administration for the conduct of classification and statutory survey and certification on its behalf is involved, independent oversight of the work of the RO by the Administration is deemed necessary. This is to include:

- .1 reviewing and commenting on CAS-related documents submitted to the Administration, as listed in paragraphs 2.1 and 2.2 of this Circular;
- .2 reviewing and commenting on an RO’s CAS Final Report; and
- .2 reviewing cases of ships, which have been submitted for CAS re-assessment.

1.3 Section 11.3 further requires that the Administration shall record and document the findings and conclusions of the review and the decision to accept or reject an RO’s CAS Final Report, producing a Review Record for the Administration and the ship.

2.0 Submissions to Administration

2.1 The Company operating the Dominica flag vessel, to which this Circular applies, shall submit to the Administration the following documents, as referred to in section 6:

- .1 notification of the Company’s intention to proceed with the CAS – not less than 8 months prior to the planned commencement of the CAS survey;
- .2 a copy of the completed Survey Planning Questionnaire, as returned to the RO – not less than 5 months prior to the planned commencement of the CAS survey;
- .3 a copy of the completed Survey Plan for the CAS, as submitted to the RO – not less than 2 months prior to the planned commencement of the CAS survey; and
- .4 any other supporting documents and records, as requested by the Administration, upon request.

2.2 The Recognized Organization authorized by the Administration to act on its behalf when conducting the CAS shall submit to the Administration the following documents, as referred to in sections 7, 9 and 10:

- .1 records of designation of the surveyor(s) and any other personnel who would be

- engaged in the CAS of each vessel, and the records of their qualifications and experience – together with the CAS Final Report;
- .2 survey records relating to the CAS survey, including actions taken – upon Administration’s request;
 - .3 CAS Final Report, together with the Interim Statement of Compliance, if issued – upon completion, but not later than 2 months prior to the date the vessel is required to be issued with a Statement of Compliance

3.0 Instructions

3.1 After having received appropriate notification as required from the Shipowner in section 6.1.1.2, the Administration shall consider and, if appropriate, approve the commencement of the CAS for a subject oil tanker, issuing a set of instructions to the Shipowner and the RO.

3.2 The instructions, as may be issued by the Administration, may include the requirement for the presence of a duly authorized officer of the Administration during one or more of the CAS surveys. In such cases the RO and the Shipowner shall communicate and co-operate with the assigned officer of the Administration to co-ordinate his attendance on board for the relevant surveys.

3.3 The RO and the Shipowner shall acknowledge to the Administration receipt of the authorization to proceed with the CAS and clear understanding of the instructions.

4.0 Reviewing the CAS Final Report

4.1 The review of the CAS Final Report submitted by the Headquarters of the RO shall be conducted in accordance with section 11.3 and shall assure and verify that:

- .1 the Final Report is submitted by the RO to the Administration as required in section 10.2.2;
- .2 the Final Report contains all the information required by section 10.2.3;
- .3 the criteria required by sections 7.2 and 7.3 have been met; and
- .4 acceptance criteria for the CAS have met resolution A.744(18), as amended.

4.2 The extent of the review shall be documented, and the duly authorized officer of the Administration shall complete a Review Record, in conclusion whereof the CAS Final Report will either be accepted, and the Statement of Compliance issued, or rejected.

5.0 Review Record

5.1 The Administration shall produce a Review Record, referred to in paragraph 4.2 above, for the Administration and the vessel.

5.2 The Review Record will be kept on board, together with a copy of the CAS Final Report and the Statement of Compliance, if issued.

5.3 The Review Record shall be in a form annexed to this Circular (Annex 2) and consist of:

- .1 a checklist for compliance of the CAS Final Report with section 10.2 of CAS and section 2.0 of this Circular, as well as additional instructions issued by the Administration, if any;
- .2 copies of the correspondence exchanged with the parties concerned during and in regard to the review of the CAS Final Report, if applicable;
- .3 conclusion of the review, clearly stating whether the CAS Final Report had been accepted or rejected; and
- .4 in case of rejection – reasons thereof.

6.0 Issue of Statement of Compliance

When the results of the CAS Final Report are deemed acceptable to the Administration, the Office of the Maritime Administrator shall issue the requisite Statement of Compliance with an expiry date of not more than five (5) years and six (6) months. The Statement of Compliance shall be in a form annexed to this Circular (Annex 1).

6.0 Fees

The following fees, payable upfront, are applicable for the services of the Office of the Deputy Maritime Administrator:

- .1 for review of CAS Final Report and issuance of Statement of Compliance – 1000.00 USD
- .2 for attendance of the officer of Administration on board during CAS surveys, as provided for in paragraph 3.2 of this Circular – per diem rate plus travel and accommodation costs; the final cost depends on the location of the survey yard and is agreed with the attending officer of the Administration prior to the survey.

- end -

Annexes:

COMMONWEALTH OF DOMINICA
Office of the Maritime Administrator



REVIEW RECORD

Of CAS Final Report

Name of Ship	
Distinctive Number or Letters	
Port of Registry	
Gross Tonnage	
Deadweight of Ship	
IMO Number	
Category of Tanker	
Date of Build	
RO performing CAS	

1. Timeline checklist		Date	Remarks	
1.	Was notification to RO and Administration sent at least 8 months prior to commencement of CAS?			
2.	Was survey questionnaire submitted to Owner by the RO at least 7 months prior to commencement of CAS?			
3.	Were specific/additional instructions issued by Administration to the RO and Owner?			
4.	Was the completed questionnaire returned to the RO and copied to the Administration?			
5.	Was a planning document developed and agreed by RO and Owner at least 5 months prior to commencement of CAS?			
6.	Was signed planning document submitted to RO and Administration at least 2 months prior to commencement of CAS?			
7.	Was the documentation properly examined by the RO prior to commencement of the CAS?			
8.	Was a survey meeting between RO, Owner and TM Firm rep held and documented at the commencement of the CAS?			
9.	When was the CAS completed?			
10.	Was signed CAS survey report submitted to RO's head office and Interim Statement of Compliance issued before CAS deadline?			
11.	Was CAS Final Report submitted by RO to Administration at least 2 months before the vessel was required to be issued with Statement of Compliance?			
12.	Was CAS Final Report reviewed and verified by Administration?			
13.	Was supporting documentation required of RO prior to conclusion of review and verification of CAS Final Report by Administration?			
14.	Was requested supporting documentation received from RO before vessel was required to be issued with Statement of Compliance?			
2. Does the CAS Final Report include:		YES	NO	Remarks
1.	Vessel's general particulars:	<input type="checkbox"/>	<input type="checkbox"/>	
	a. Ship's name?	<input type="checkbox"/>	<input type="checkbox"/>	
	b. IMO number?	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Flag State?	<input type="checkbox"/>	<input type="checkbox"/>	
	d. Port of registry?	<input type="checkbox"/>	<input type="checkbox"/>	
	e. Gross tonnage?	<input type="checkbox"/>	<input type="checkbox"/>	
	f. Deadweight (metric tonnes)?	<input type="checkbox"/>	<input type="checkbox"/>	
	g. Summer load line draught?	<input type="checkbox"/>	<input type="checkbox"/>	
	h. Date of delivery?	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Category of ship?	<input type="checkbox"/>	<input type="checkbox"/>	
	j. Date for compliance with regulation 13F?	<input type="checkbox"/>	<input type="checkbox"/>	
	k. Company?	<input type="checkbox"/>	<input type="checkbox"/>	

	1. Report identification reference?	<input type="checkbox"/>	<input type="checkbox"/>	
2.	A summary as to where, when, by whom and how the CAS survey was carried out?	<input type="checkbox"/>	<input type="checkbox"/>	
3.	A statement identifying all survey documentation, including the Survey Plan?	<input type="checkbox"/>	<input type="checkbox"/>	
4.	A statement as to the condition of the corrosion prevention system(s) applied to the spaces?	<input type="checkbox"/>	<input type="checkbox"/>	
5.	A statement identifying all thickness measurement reports?	<input type="checkbox"/>	<input type="checkbox"/>	
6.	A summary of the findings of the overall surveys?	<input type="checkbox"/>	<input type="checkbox"/>	
7.	A summary of the findings of the close-up surveys?	<input type="checkbox"/>	<input type="checkbox"/>	
8.	A summary of the hull repairs carried out?	<input type="checkbox"/>	<input type="checkbox"/>	
9.	An identification, together with the location, the extent and the condition, of all areas with substantial corrosion?	<input type="checkbox"/>	<input type="checkbox"/>	
10.	A summary of the results of the evaluation of the thickness measurements, including identification of the areas and sections where thickness measurements were carried out?	<input type="checkbox"/>	<input type="checkbox"/>	
11.	An evaluation of the structural strength of the vessel and an assessment of compliance with the acceptance criteria set out in section 8 of CAS?	<input type="checkbox"/>	<input type="checkbox"/>	
12.	A statement as to whether all the applicable requirements of the CAS have been met?	<input type="checkbox"/>	<input type="checkbox"/>	
13.	A recommendation to the Administration as to whether the ship should be allowed to continue operating until the date envisaged in regulation 13 G for compliance with the requirements of regulation 13 F or for the period of validity of the CAS, if earlier?	<input type="checkbox"/>	<input type="checkbox"/>	
14.	Conclusions?	<input type="checkbox"/>	<input type="checkbox"/>	

3.	Were specific additional instructions issued by Administration met, if any?	<input type="checkbox"/>	<input type="checkbox"/>	
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4.	Is this a case of ship which has been submitted for CAS re-assessment?	<input type="checkbox"/>	<input type="checkbox"/>	
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5.	Conclusion of CAS Final Report review	Date: _____		
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<input type="checkbox"/> Report accepted		<input type="checkbox"/> Report rejected		
<input type="checkbox"/> Statement of Compliance issued, # _____		Reasons for rejection: _____ _____ _____		
Date of issue: _____	Date of expiry: _____			

Reasons for rejection (continued):

6. Attachments (e.g. correspondence exchanged with the parties concerned during and in regard to the review of the CAS Final Report):	
	Document
	Remarks
1.	
2.	
3.	
4.	
5.	
6.	

THIS IS TO CERTIFY that this record is correct in all respects.

Issued at:

FAIRHAVEN, MASSACHUSETTS, USA
Place of Issue of the Record

Date of Issue

Eric R. Dawicki, Deputy Maritime Administrator
Commonwealth of Dominica

Duly authorized officer reviewing the CAS Final Report
Commonwealth of Dominica

COMMONWEALTH OF DOMINICA
Office of the Maritime Administrator



STATEMENT OF COMPLIANCE

Issued under the provisions of the
CONDITION ASSESSMENT SCHEME (CAS)
adopted by the Organization by resolution MEPC.94(46), as amended

under the authority of the Government of the
COMMONWEALTH OF DOMINICA
by the Office of the Deputy Maritime Administrator for Maritime Affairs

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Deadweight of Ship	IMO Number	Category of Tanker

THIS IS TO CERTIFY:

1. that the ship has been surveyed in accordance with the requirements of CAS (resolution MEPC.94(46), as amended;
2. that the survey showed that the structural condition of the ship is in all respects satisfactory and the ship complied with the requirements of the CAS;

Date of completion of the CAS survey DD/MM/YYYY.

This Statement of Compliance is valid until: _____.

Issued at: _____, on _____ **20** _____

Eric R. Dawicki
Deputy Maritime Administrator

ANNEX 2**RESOLUTION MEPC.94(46)****Adopted on 27 April 2001****CONDITION ASSESSMENT SCHEME**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

RECALLING ALSO that, by resolution MEPC.52(32), the Committee adopted regulations 13F and 13G of Annex I to the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 as amended (MARPOL 73/78), with a view to improving the requirements for the design and construction of oil tankers to prevent oil pollution in the event of collision or stranding,

HAVING ADOPTED, at its forty-sixth session, amendments to regulation 13G of Annex I to MARPOL 73/78 by resolution MEPC.95(46) to accelerate the phase-out of single hull tankers in an effort to further enhance the protection of the marine environment,

NOTING that, in accordance with the revised regulation 13G of Annex I to MARPOL 73/78, an Administration may allow a Category 1 tanker to continue operating beyond the anniversary of the date of delivery of the ship in 2005 and a Category 2 tanker beyond the anniversary of the date of delivery of the ship in 2010, provided that the requirements of a Condition Assessment Scheme adopted by the Committee are complied with,

RECOGNIZING the need to provide the required Condition Assessment Scheme for the purposes of application of the revised to regulation 13G of Annex I to MARPOL 73/78,

HAVING CONSIDERED the draft Condition Assessment Scheme which was prepared by the MEPC Intersessional Working Group and further amended by the Committee at its forty-sixth session,

1. ADOPTS the Condition Assessment Scheme, the text of which is set out at Annex to the present resolution, with the understanding that the Model Survey Plan will be developed at MEPC 47 and will be made mandatory;
2. REQUESTS the Secretary-General to transmit certified copies of the present resolution and the text of the Condition Assessment Scheme contained in the annex to all Parties to MARPOL 73/78;
3. FURTHER REQUESTS the Secretary-General to transmit copies of the present resolution and its annex to Members of the Organization, which are not Parties to MARPOL 73/78;
4. INVITES the Maritime Safety Committee to note the Condition Assessment Scheme;

5. URGES the Maritime Safety Committee to consider introducing and incorporating relevant elements and provisions of the Condition Assessment Scheme in the Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers adopted resolution A.744(18) as amended by the resolution 2 of the 1997 SOLAS Conference, by resolution MSC.49(66) and by resolution MSC.105(73)) when reviewing the Guidelines; and

6. FURTHER URGES Parties to MARPOL 73/78 to:

- .1 transmit when a ship flying their flag is transferred under the flag of another Party to MARPOL 73/78, if they are requested by the latter Party to MARPOL 73/78 and for the purpose of ensuring the uniform and consistent implementation of the provisions of the Condition Assessment Scheme, copies of all documents and records relating to the assessment of the ship in question for compliance with the requirements of the Condition Assessment Scheme; and
- .2 accept, in the light of the fact that certain Category 1 oil tankers have to undergo the required CAS survey prior to 1 September 2002, valid Statements of Compliance issued pursuant to the provisions of the Condition Assessment Scheme following satisfactory completion of CAS surveys commenced prior to 1 September 2002.

ANNEX

CONDITION ASSESSMENT SCHEME

1 PREAMBLE

1.1 The Condition Assessment Scheme (CAS) is intended to complement the requirements of Annex B of the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (hereinafter called Enhanced Survey Programme), adopted by the Assembly of the International Maritime Organization by resolution A.744(18), as amended. The CAS is to verify that the structural condition of single hull oil tankers at the time of survey is acceptable and, provided subsequent periodical surveys are satisfactorily completed and effective maintenance is carried out by the ship's operator, will continue to be acceptable for a continued period of operation, as indicated in the Statement of Compliance.

1.2 The requirements of the CAS include enhanced and transparent verification of the reported structural condition and of the ship and verification that the documentary and survey procedures have been properly carried out and completed.

1.3 The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey Programme of Inspections concurrent with intermediate or renewal surveys currently required by resolution A.744(18), as amended.

1.4 The CAS does not specify structural standards in excess of the provisions of other International Maritime Organization conventions, codes and recommendations.

1.5 The CAS has been developed on the basis of the requirements of resolution A.744(18), as amended, which were known* at the time of the adoption of the CAS. It is the intention to update the CAS as and when the need arises following amendments to resolution A.744(18), as amended.

2 PURPOSE

The purpose of the Condition Assessment Scheme is to provide an international standard to meet the requirements of regulation 13G(7) of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended by resolution MEPC.99(46).

* Assembly resolution A.744(18) as amended by resolution 2 of the 1997 SOLAS Conference, by resolution MSC.49(66) and by resolution MSC.105(73).

3 DEFINITIONS

For the purpose of the CAS, unless expressly provided otherwise:

- 3.1 **“MARPOL 73/78”** means the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973, as amended.
- 3.2 **“Regulation”** means the regulations contained in Annex I of MARPOL 73/78.
- 3.3 **“Resolution A.744(18), as amended”** means the Guidelines on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil tankers adopted by the Assembly of the International Maritime Organization by resolution A.744(18), as amended by Resolution 2 of the 1997 SOLAS Conference and by resolutions MSC.49(66) and MSC.105(73).
- 3.4 **“Recognised Organization (RO)”** means an organization recognized by the Administration to perform the surveys in accordance with the provisions of regulation 4(3) of Annex I of MARPOL 73/78*.
- 3.5 **“Administration”** means the Government of the State as defined in Article 2(5) of MARPOL 73/78.
- 3.6 **“Category 1 oil tanker”** means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which does not comply with the requirements for new oil tankers as defined in regulation 1(26) of Annex I of MARPOL 73/78.
- 3.7 **“Category 2 oil tanker”** means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which complies with the requirements for new oil tankers as defined in regulation 1(26) of Annex I of MARPOL 73/78.
- 3.8 **“Company”** means the owner of the ship or any other organization or person such as the manager or the bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner of the ship and who, on assuming such responsibility, has agreed to take over all duties and responsibilities imposed by the International Safety Management (ISM) Code.
- 3.9 **“Substantial corrosion”** means an extent of corrosion such that the assessment of the corrosion pattern indicates wastage in excess of 75% of the allowable margins, but within acceptable limits.
- 3.10 **“GOOD condition”** means a coating condition with only minor spot rusting.

* Under Regulation XI/1 of SOLAS 74, as amended, resolutions A.739(18) and A.789(19) are applicable to Recognized Organizations.

- 3.11 **“Thickness Measurement (TM) Firm”** means a qualified company certified by a RO in accordance with the principles stipulated in annex 7 to Annex B to resolution A.744(18), as amended.
- 3.12 **“Critical Structural Areas”** are locations which have been identified from calculations to require monitoring or from the service history of the subject ship or from similar or sister ships to be sensitive to cracking, buckling or corrosion which would impair the structural integrity of the ship.
- 3.13 **“Suspect Areas”** are locations showing substantial corrosion and/or are considered by the attending surveyor to be prone to rapid wastage.
- 3.14 **“Organization”** means the International Maritime Organization.

4 GENERAL PROVISIONS

- 4.1 The Administration shall issue, or cause to be issued, detailed instructions to the RO which shall ensure that the CAS surveys are carried out in accordance with the provisions of sections 5 through 10 of this Scheme.
- 4.2 Nothing in this Scheme shall prevent an Administration from carrying out the CAS surveys itself, provided that such surveys are at least as effective as those prescribed in sections 5 through 10 in this Scheme.
- 4.3 The Administration shall require Category 1 and Category 2 oil tankers flying its flag to remain out of service during the periods referred to in paragraphs 5.1.1 and 5.1.2 respectively, until these oil tankers are issued with a valid Statement of Compliance.

5 APPLICATION, SCOPE AND TIMING

5.1 Application

The requirements of the CAS apply to:

- .1 Category 1 oil tankers, as defined in section 3, where authorization is requested for continued service beyond the anniversary of the date of delivery of the ship in 2005, through to the date as specified in the schedule indicated for compliance with the double hull requirements of regulation 13F, detailed in regulation 13G.
- .2 Category 2 oil tankers, as defined in section 3, where authorization is requested for continued service beyond the anniversary of the date of delivery of the ship in 2010, through to the date as specified in schedule indicated for compliance with the double hull requirements of regulation 13F, detailed in regulation 13G.

5.2 Scope of the CAS

The CAS shall apply to surveys of the hull structure in way of cargo tanks, pump rooms, cofferdams, pipe tunnels, void spaces within the cargo area and all ballast tanks.

5.3 Timing

5.3.1 The first CAS survey shall be aligned to the Enhanced Survey Programme of Inspection and shall be carried out concurrent with the scheduled intermediate or renewal survey due prior to the anniversary of the date of delivery of the ship in 2005 for Category 1 oil tankers and prior to the anniversary of the date of delivery of the ship in 2010 for Category 2 oil tankers.

5.3.2 Any subsequent CAS surveys, required for the renewal of the Statement of Compliance shall be carried out concurrently with the intermediate or renewal survey which has to be completed by the date of expiry of the Statement of Compliance.

5.3.3 Notwithstanding the above, the Company may, with the agreement of the Administration, opt to carry out the first CAS survey at a different time from that of the due survey referred to above, provided that all the requirements of the CAS are complied with.

6 SURVEY PLANNING REQUIREMENTS

6.1 Preparations for the CAS survey

6.1.1 General procedures

6.1.1.1 Early and detailed planning to identify areas of potential risk is a prerequisite for the successful and timely completion of the CAS. The following sequence of events shall be observed.

6.1.1.2 Notification from the Company to the Administration and to the RO of its intention to proceed with the CAS shall be submitted not less than 8 months prior to the planned commencement of the CAS survey.

6.1.1.3 Upon receipt of such notification the RO shall:

- .1 issue to the Company the Survey Planning Questionnaire (see Appendix 2) not later than 7 months prior to the planned commencement of the CAS survey; and
- .2 advise the Company whether there have been any changes to the maximum acceptable structural corrosion diminution levels applicable to the ship.

6.1.1.4 The Company shall complete and return the Survey Planning Questionnaire to the RO not less than 5 months prior to the planned commencement of the CAS survey. A copy of the completed questionnaire shall be forwarded by the Company to the Administration.

6.1.1.5 The Survey Plan for the CAS shall be completed and submitted in signed order by the Company to the RO not less than 2 months prior to the planned commencement of the CAS survey. A copy of the Survey Plan for the CAS shall be forwarded by the Company to the Administration.

6.1.1.6 In special circumstances, such as re-activation from lay-up or unexpected events such as an extended stoppage period for hull or machinery damage, the Administration may, on a case by case basis, relax the time frame, outlined in 6.1.1.2 to 6.1.1.5, for commencement of CAS procedures.

6.1.1.7 Such relaxation shall, at all times, be subject to the RO having sufficient time to complete the CAS survey and for the Administration to review the CAS Final Report and issue the Statement of Compliance prior to the dates referred to in 5.1.

6.1.2 Survey Plan for the CAS

6.1.2.1 The Survey Plan for the CAS shall be developed by the Company in cooperation with the RO. The Administration may participate in the development of the Survey Plan, if it deems necessary. The RO shall be fully satisfied that the Survey Plan complies with the requirements of 6.2.2 prior to the CAS survey being commenced. The CAS survey shall not commence unless and until the Survey Plan has been agreed.

6.1.2.2 The Survey Planning Questionnaire shall be drawn up based on the format set out in Appendix 2.

6.2 Survey Plan documentation

6.2.1 In developing the Survey Plan, the following documentation shall be collected and reviewed with a view to identifying tanks, areas and structural elements to be examined:

- .1 basic ship information and survey status;
- .2 main structural plans of cargo and ballast tanks (scantling drawings), including information regarding use of high tensile steels (HTS);
- .3 Condition Evaluation Report, according to Annex 9 of Annex B of resolution A.744(18), as amended, and, where relevant, any previous CAS Final Reports;
- .4 thickness measurement reports;
- .5 relevant previous damage and repair history;
- .6 relevant previous survey and inspection reports from both the RO and the Company;
- .7 cargo and ballast history for the last 3 years, including carriage of cargo under heated conditions;
- .8 details of the inert gas plant and tank cleaning procedures as indicated in the Survey Planning Questionnaire;
- .9 information and other relevant data regarding conversion or modification of the ship's cargo and ballast tanks since the time of construction;
- .10 description and history of the coating and corrosion protection system (including anodes and previous class notations), if any;

- .11 inspections by the Company's personnel during the last 3 years with reference to:
 - .1 structural deterioration in general;
 - .2 leakages in tank boundaries and piping;
 - .3 condition of the coating and corrosion protection system (including anodes), if any;
- .12 information regarding the relevant maintenance level during operation including:
 - .1 port State control reports of inspection containing hull related deficiencies;
 - .2 Safety Management System non-conformities relating to hull maintenance, including the associated corrective action(s); and
- .13 any other information that will help identify Suspect Areas and Critical Structural Areas.

6.2.2 The Survey Plan shall include relevant information so as to enable the successful and efficient execution of the CAS survey and shall set out the requirements with respect to close-up surveys and thickness measurements. The Survey Plan shall include:

- .1 basic ship information and particulars;
- .2 main structural plans of cargo and ballast tanks (scantling drawings), including information regarding use of high tensile steels (HTS);
- .3 arrangement of tanks;
- .4 list of tanks with information on their use, extent of coatings and corrosion protection systems;
- .5 conditions for survey (e.g. information regarding tank cleaning, gas freeing, ventilation, lighting, etc.);
- .6 provisions and methods for access to structures;
- .7 equipment for surveys;
- .8 identification of tanks and areas for the close-up survey;
- .9 identification of tanks for tank testing, as per Annex 3 of Annex B of resolution A.744(18), as amended;
- .10 identification of areas and sections for thickness measurement;
- .11 identification of the Thickness Measurement (TM) firm;

- .12 damage experience related to the ship in question; and
- .13 Critical Structural Areas and Suspect Areas, where relevant.

6.3 Documentation on board

6.3.1 The Company shall ensure that, in addition to the agreed Survey Plan, all other documents used in the development of the Survey Plan referred to in 6.2.1 are available on board at the time of the CAS survey.

6.3.2 Prior to the commencement of any part of the CAS survey, the attending surveyor(s) shall examine and ascertain the completeness of the on board documentation and shall review its contents with a view to ensuring that the Survey Plan remains relevant.

7 CAS SURVEY REQUIREMENTS

7.1 General

7.1.1 Prior to the commencement of any part of the CAS survey a meeting shall be held between the attending surveyor(s), the Company's representative(s) in attendance, the TM Firm Operator (as applicable) and the master of the ship for the purpose of ascertaining that all the arrangements envisaged in the Survey Plan are in place, so as to ensure the safe and efficient execution of the survey work to be carried out.

7.1.2 The CAS survey shall be carried out by not less than two qualified exclusive surveyors of the RO. A qualified surveyor of the RO shall attend on board during the taking of the thickness measurements for the purpose of controlling the process.

7.1.3 The RO shall designate the surveyor(s) and any other personnel who will be engaged in the CAS of each vessel and shall keep records to this end. A qualified surveyor(s) shall have documented experience in carrying out intermediate or renewal surveys in accordance with the Enhanced Survey Programme of Inspection for tankers. In addition, all RO personnel to be assigned duties in connection with the CAS shall complete, prior to the assignment of such duties, an appropriate training and familiarization programme to enable the RO to ensure the consistent and uniform application of the CAS. The Administration shall require the RO to keep records of the qualifications and experience of the surveyors and of other personnel assigned to carry out work for the CAS. The Administration shall require the RO to monitor the performance of the personnel who have carried out or have been engaged in any CAS work and to keep records to this end.

7.1.4 When the CAS survey is split between survey stations, a list of the items examined and an indication of whether the CAS survey has been completed shall be made available to the attending surveyors at the next survey station prior to continuing the CAS survey.

7.1.5 Whenever the attending surveyors are of the opinion that repairs are required, each item to be repaired shall be identified in a numbered list. Whenever repairs are carried out, details of the repairs effected shall be reported by making specific reference to relevant items in the numbered list.

7.1.6 Whenever the attending surveyors are of the opinion that it is acceptable to defer hull repairs beyond the due date previously assigned, such a decision shall not be left to the sole discretion of the attending surveyors. The RO Headquarters shall be consulted in such circumstances and shall give specific approval to the recommended action.

7.1.7 The CAS survey is not complete unless all recommendations/conditions of class which relate to hull structures under review by the CAS survey have been rectified to the satisfaction of the RO.

7.2 Extent of overall and close-up surveys

7.2.1 Overall survey

An overall survey of all spaces set out in 5.2 shall be carried out at the CAS survey.

7.2.2 Close-up survey

The requirements for close-up surveys at the CAS survey are set out in the table below.

Table 7.2.2

Close up Survey Requirements
All web frame rings, in all ballast tanks (see note 1)
All web frame rings, in a cargo wing tank (see note 1)
A minimum of 30% of all web frame rings, in each remaining cargo wing tank (see note 1)
All transverse bulkheads, in all cargo and ballast tanks (see note 2)
A minimum of 30% of deck and bottom transverses including adjacent structural members, in each cargo centre tank
Additional complete transverse web frame rings or deck and bottom transverse including adjacent structural members as considered necessary by the attending surveyor

Notes:

- 1 *Complete transverse web frame ring including adjacent structural members.*
- 2 *Complete transverse bulkhead, including girder and stiffener systems and adjacent members.*

7.2.3 The attending surveyors may extend the scope of the close-up survey as considered necessary, taking into account the Survey Plan, the condition of the spaces under survey, the condition of the corrosion prevention system and also the following:

- .1 any information that may be available on Critical Structural Areas;
- .2 tanks which have structures with reduced scantlings in association with a corrosion prevention system approved by the RO.

7.2.4 For areas in tanks where coatings are found to be in GOOD condition, the extent of close-up surveys according to 7.2.2 may be specially considered by the RO. However, sufficient close-up surveys shall be carried out, in all cases, to confirm the actual average condition of the structure and to note the maximum observed diminution of the structure.

7.3 Extent of thickness measurements

7.3.1 The thickness measurements shall be recorded using the tables contained in Appendix 2 of Annex 10 of Annex B of resolution A.744(18), as amended. It is recommended that these records be kept in an electronic medium.

7.3.2 The thickness measurements shall be carried out either prior to or, to the maximum extent possible, concurrently with the close-up survey.

7.3.3 The minimum requirements for thickness measurements for the CAS surveys shall be those set out in the table below:

Table 7.3.3

Thickness Measurements Requirements
1. Within the cargo area: <ol style="list-style-type: none"> .1 Each deck plate .2 Three transverse sections .3 Each bottom plate
2. Measurements of structural members subject to close-up survey according to 7.2.2, for general assessment and recording of corrosion pattern
3. Suspect areas
4. Selected wind and water strakes outside the cargo area.
5. All wind and water strakes within the cargo area.
6. Internal structure in the fore and aft peak tanks
7. All exposed main deck plates outside the cargo area and all exposed first tier superstructure deck plates

7.3.4 Where substantial corrosion is found, the extent of the thickness measurements shall be increased in accordance with Annex 4 of Annex B of resolution A.744(18), as amended.

7.3.5 In addition, the thickness measurements may be extended as considered necessary by the attending surveyors.

7.3.6 For areas in tanks where coatings are found to be in GOOD condition, the extent of thickness measurements, according to paragraph 7.3.3, may be specially considered by the RO. However, sufficient thickness measurements shall be taken, in all cases, to confirm the actual average condition and the maximum observed diminution of the structure.

7.3.7 The thickness measurement to be taken shall be sufficient to enable the reserve strength calculations in accordance with Annex 12 of Annex B of resolution A.744(18), as amended.

7.3.8 Transverse sections shall be chosen where the maximum diminutions are expected to occur or are revealed from deck plating thickness measurements. At least one transverse section shall include a ballast tank within 0.5L amidships.

8 ACCEPTANCE CRITERIA

The acceptance criteria for the CAS shall be those set out in resolution A.744(18), as amended.

9 CAS SURVEY REPORTS

9.1 A survey report shall be completed for the CAS survey. The report shall indicate the date, location (place), and where relevant, whether or not the CAS survey was carried out in dry-dock afloat or at sea. When the CAS survey is split between different survey stations, a report shall be made for each portion of the CAS survey.

9.2 Survey records relating to the CAS survey, including actions taken, shall form an auditable documentary trail, which shall be made available to the Administration, if requested.

9.3 In addition, the following shall be included in each CAS survey report:

- .1 Extent of the Survey:
 - .1 identification of the spaces where an overall survey has been carried out;
 - .2 identification of location, in each space, where a close-up survey has been carried out, together with the means of access used; and
 - .3 identification of the spaces, and locations in each space, where thickness measurements have been carried out; and

- .2 Results of the Survey:
 - .1 extent and condition of coating in each space. Identification of spaces fitted with anodes and the overall condition of the anodes;
 - .2 structural condition reporting for each space, which shall include information on the following, as applicable:
 - .1 corrosion (location and type of corrosion such as grooving, pitting, etc.);
 - .2 cracks (location, description and extent);
 - .3 buckling (location, description and extent);
 - .4 indents (location, description and extent); and
 - .5 areas of substantial corrosion; and
 - .3 Actions taken with respect to findings:
 - .1 details of repairs completed on structural members in identified spaces, including the repair method and extent; and
 - .2 list of items to be kept under observation for planning future inspections and surveys including any thickness measurements.

9.4 Where no defects are found, this shall be stated in the report for each space.

9.5 The narrative report shall be supplemented by photographs showing the general condition of each space, including representative photographs or sketches of any of the above reported items.

9.6 The thickness measurement report shall be verified and endorsed by the attending surveyor.

9.7 The attending surveyors shall sign the CAS survey report.

10 CAS FINAL REPORT TO THE ADMINISTRATION

10.1 Review of the CAS by the RO

10.1.1 The RO Headquarters shall carry out a verification review of the CAS survey reports, the documents, photographs and other records relating to the CAS, as specified in section 9, for the purpose of ascertaining and confirming that the requirements of the CAS have been met.

10.1.2 The RO reviewing personnel shall not be engaged in any way whatsoever with the CAS survey under review.

10.2 CAS Final Report to the Administration

10.2.1 The RO shall prepare a CAS Final Report to the Administration upon completion of the CAS survey and following the review of the CAS survey reports by the RO's Headquarters, as specified in paragraph 10.1.1.

10.2.2 The CAS Final Report shall be submitted by the RO to the Administration without delay and in any case not later than 2 months prior to the date the ship is required to be issued with a Statement of Compliance.

10.2.3 The CAS Final Report shall, at least, include:

- .1 the following general particulars:
 - Ship's name
 - IMO number
 - Flag State
 - Port of registry
 - Gross tonnage
 - Deadweight (metric tonnes)
 - Summer load line draught
 - Date of delivery
 - Category of ship
 - Date for compliance with regulation 13F
 - Company
 - Report identification reference
- .2 a summary as to where, when, by whom and how the CAS survey was carried out;
- .3 a statement identifying all survey documentation, including the Survey Plan;
- .4 a statement as to the condition of the corrosion prevention system(s) applied to the spaces;
- .5 a statement identifying all thickness measurement reports;
- .6 a summary of the findings of the overall surveys;
- .7 a summary of the findings of the close-up surveys;
- .8 a summary of the hull repairs carried out;
- .9 an identification, together with the location, the extent and the condition, of all areas with substantial corrosion;
- .10 a summary of the results of the evaluation of the thickness measurements, including identification of the areas and sections where thickness measurements were carried out;

- .11 an evaluation of the structural strength of the vessel and an assessment of compliance with the acceptance criteria set out in section 8;
- .12 a statement as to whether all the applicable requirements of the CAS have been met;
- .13 a recommendation to the Administration as to whether the ship should be allowed to continue operating until the date envisaged in regulation 13G for compliance with the requirements of regulation 13F or for the period of validity of the CAS, if earlier; and
- .14 conclusions.

11 VERIFICATION OF THE CAS BY THE ADMINISTRATION

11.1 In addition to any instructions the Administration may have issued to the RO authorized to carry out surveys under the Enhance Survey Programme on its behalf, the Administration shall issue instructions to the RO and to Companies operating Category 1 and Category 2 oil tankers flying its flag, so that the Administration is able to monitor the performance of and verify compliance with the CAS.

11.2 The Administration, for the purpose of ensuring uniform and consistent implementation of the CAS, shall establish, at least, procedures through which it will:

- .1 give effect to the requirements of the CAS;
- .2 monitor the CAS work the RO is carrying out on its behalf;
- .3 review the CAS Final Report;
- .4 review cases of ships which have been submitted for the CAS re-assessment; and
- .5 issue the Statement of Compliance.

11.3 The Administration shall review the CAS Final Report prior to the issue of the Statement of Compliance, shall record and document the findings and conclusions of the review and its decision as to the acceptance or rejection of the CAS Final Report and shall produce a Review Record.

11.4 The Administration shall ensure that any persons assigned to monitor the execution of the CAS or to review a CAS Final Report:

- .1 are adequately qualified and experienced to the satisfaction of the Administration;
- .2 are under the direct control of the Administration; and
- .3 have no connection whatsoever with the RO which carried out the CAS survey under review.

12 RE-ASSESSMENT OF SHIPS FOLLOWING FAILURE TO MEET THE REQUIREMENTS OF THE CAS

12.1 A ship which, in the opinion of the Administration, has failed to meet the requirements of the CAS, may be submitted for the CAS re-assessment. In such a case the grounds on which Administration declined the issue of a Statement of Compliance to the ship shall be addressed and dealt with and the remedial actions shall, thereafter, be reviewed for the purpose of ascertaining whether the requirements of the CAS have been complied with.

12.2 Such re-assessment, as a rule, shall be carried out by the RO and by the Administration who carried out the previous CAS.

12.3 If a ship which has failed to obtain a Statement of Compliance changes flag, the new Administration shall, in accordance with the provisions of regulation 8(3), request the previous Administration to transmit to them copies of the CAS documentation relating to that ship for the purpose of ascertaining whether the grounds on the basis of which the previous Administration declined the issue to the ship of a Statement of Compliance are dealt with and that the CAS is implemented in a consistent and uniform manner.

12.4 As a rule, the CAS re-assessment shall be carried out as soon as possible and in any case, subject to the provisions of paragraph 5.3, not later than 6 months following the date on which the Administration has made the decision to decline the issue of a Statement of Compliance to the ship.

13 STATEMENT OF COMPLIANCE

13.1 The Administration shall, in accordance with its procedures, issue to each ship which completes the CAS to the satisfaction of the Administration, a Statement of Compliance.

13.2 The Statement of Compliance shall be drawn up in the official language of the issuing Administration in a form corresponding to the model given in Appendix 1. If the language used is neither English, French or Spanish, the text shall include a translation into one of these languages.

13.3 The original of the Statement of Compliance shall be placed on board the ship as a supplement to the ship's International Oil Pollution Prevention Certificate.

13.4 In addition, a copy of the CAS Final Report which was reviewed by the Administration for the issue of the Statement of Compliance and a copy of the Review Record, specified in paragraph 11.3, shall be placed on board to accompany the Statement of Compliance.

13.5 A certified copy of the Statement of Compliance and a copy of the Review Record, specified in paragraph 11.3, shall be forwarded by the Administration to the RO and shall be kept together with the CAS Final Report.

13.6 The Statement of Compliance shall be valid, following the completion of the CAS survey, until the earlier date of either:

- .1 the earlier date by which the ship is required to complete:
 - .1 an intermediate survey, in accordance with regulation 4(1)(c); or
 - .2 a renewal survey, in accordance with regulation 4(1)(b);or
- .2 the date by which the vessel is required, in accordance with regulation 13G, to comply with the requirements of regulation 13F.

13.7 If the Statement of Compliance expires prior to the date by which the ship is required, in accordance with regulation 13G, to comply with the requirements of regulation 13F, that ship, in order to continue operating after the expiry of its Statement of Compliance, shall carry out a renewal CAS survey in accordance with the requirements of sections 5 to 10.

13.8 The Administration may consider and declare that the Statement of Compliance of a ship remains valid and in full force and effect if:

- .1 the ship is transferred to a RO other than the one that submitted the CAS Final Report that was reviewed and accepted for the issue of the Statement of Compliance; or
- .2 the ship is operated by a Company other than the one that was operating the ship at the time of the completion of the CAS survey;

provided the period of validity and the terms and conditions for the issue of the Statement of Compliance in question remain those adopted by the Administration at the time of the issue of the Statement of Compliance.

13.9 If a ship with a valid Statement of Compliance is transferred to the flag of another Party, the new Administration may issue to that ship a new Statement of Compliance on the basis of the Statement of Compliance issued by the previous Administration, provided that the new Administration:

- .1 requests and receives from the previous Administration, in accordance with regulation 8(3), copies of all the CAS documentation relating to that ship which the previous Administration has used for the issue or renewal and the maintenance of the validity of the Statement of Compliance the ship was issued with at the time of the transfer;
- .2 establishes that the RO which submitted the CAS Final Reports to the previous Administration is an RO authorised to act on its behalf;
- .3 reviews the documentation referred to in subparagraph .1 and is satisfied that the requirements of the CAS are met; and
- .4 limits the period and the terms and conditions of validity of the Statement of Compliance to be issued to those established by the previous Administration.

13.10 The Administration shall:

- .1 suspend and/or withdraw the Statement of Compliance of a ship if it no longer complies with the requirements of the CAS; and
- .2 withdraw the Statement of Compliance of a ship if it is no longer entitled to fly its flag.

14 COMMUNICATION OF INFORMATION TO THE ORGANIZATION

14.1 The Administration shall communicate to the Organization:

- .1 particulars of the Statements of Compliance issued;
- .2 details of the suspension or withdrawal of the Statements of Compliance issued; and
- .3 particulars of the ships to which it has declined the issue of a Statement of Compliance and reasons thereof.

14.2 The Organization shall circulate the aforementioned information to all Parties to MARPOL 73/78 and shall maintain an electronic database containing the aforesaid information, accessible only to Parties to MARPOL 73/78.

Appendix 1

FORM OF STATEMENT OF COMPLIANCE

STATEMENT OF COMPLIANCE

Issued under the provisions of the Condition Assessment Scheme (CAS) adopted by the Organization by resolution MEPC ... (46) under the authority of the Government of:

.....
(full designation of the country)

Particulars of ship

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Deadweight of ship (metric tons)

IMO number

Category of tanker

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of CAS (resolution MEPC ... (46));
- 2 That the survey showed that the structural condition of the ship is in all respects satisfactory and the ship complied with the requirements of the CAS.

This Statement of Compliance is valid until

Issued at
(Place of issue)

.....
(Date of issue)

.....
*(Signature of duly authorized official
issuing the Statement)*

(Seal or stamp of the authority, as appropriate)

Appendix 2

SURVEY PLANNING QUESTIONNAIRE

The following information will enable the Company in co-operation with the RO to develop a Survey Plan complying with the requirements of the CAS.

It is essential that the Company provides, when completing the present questionnaire, up-to-date information.

The present questionnaire, when completed, shall provide all information and material required by the CAS.

Particulars

- Ship's name:
- IMO number:
- Flag State:
- Port of registry:
- Gross tonnage:
- Deadweight (metric tonnes):
- Summer load line draught:
- Date of delivery:
- Category of ship:
- Date for compliance with regulation 13F:
- Company:
- Report identification reference:

Information on access provision for close-up surveys and thickness measurement:

The Company is requested to indicate, in the table below, the means of access to the structures subject to close-up survey and thickness measurement.

A *Close-up survey* is an examination where the details of structural components are within the close visual inspection range of the attending surveyor, i.e. preferably within reach of hand.

Space		Temporary Staging	Rafts	Ladders	Direct Access	Other means (please specify)
Fore Peak						
Wing Tanks	Under deck					
	Side shell					
	Bottom transverse					
	Longitudinal					
	Transverse					
Centre Tanks	Under deck					
	Bottom transverse					
	Transverse					

Inspections by the Company

Using a format similar to that of the table below (which is given as an example), the Company should provide details of the results of their inspections, for the last 3 years - in accordance with the requirements of resolution A.744(18), as amended, and of the CAS - on all CARGO and BALLAST tanks and VOID spaces within the cargo area.

Spaces (include frame numbers and p or s)	Corrosion protection (1)	Coating Extent (2)	Coating Condition (3)	Structural deterioration (4)	Tank History (5)
Cargo Centre Tanks					
Cargo Wing Tanks					
Slop					
Ballast tanks					
Aft peak					
Fore peak					
Miscellaneous spaces:					

* Indicate tanks which are used for oil/ballast

- 1) HC=hard coating; SC=soft coating; A=anodes; NP=no protection
- 2) U=upper part; M=middle part; L=lower part; C=complete
- 3) G=good; F=fair; P=poor, RC=recoated
- 4) N= no findings recorded
Y= findings recorded, description of findings is to be attached to the questionnaire
- 5) D R= Damage & Repair
L= Leakages
CV= Conversion
CPS= Corrosion protection system (reports to be attached)

Company: Name/Signature: Date:
--

Reports of port State control inspections

List the reports of port State control of inspection containing hull related deficiencies and relevant information on the deficiencies:

Safety Management System

List non-conformities related to hull maintenance, including the associated corrective actions:

Name of the Thickness Measurement (TM) firm

ANNEX 3**RESOLUTION MEPC.99(48)****Adopted on 11 October 2002****AMENDMENTS TO THE CONDITION ASSESSMENT SCHEME**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

NOTING ALSO that regulation 13G(7) of Annex I of MARPOL 73/78 specifies that the Condition Assessment Scheme, adopted by resolution MEPC.94(46), may be amended provided such amendments shall be adopted, brought into force and take effect in accordance with the provisions of article 16 of the 1973 Convention relating to amendment procedures applicable to an appendix to an Annex,

HAVING CONSIDERED, at its forty-eighth session, the proposed amendments to the Condition Assessment Scheme adopted by resolution MEPC.94(46),

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to the Condition Assessment Scheme, the text of which is set out at Annex to the present resolution;
2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 September 2003, unless, prior to that date, not less than one third of the Parties to MARPOL 73/78 or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified to the Organization their objections to the amendments;
3. INVITES Parties to MARPOL 73/78 to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 March 2004 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the Annex;
5. REQUESTS FURTHER the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization which are not Parties to MARPOL 73/78; and
6. INVITES the Maritime Safety Committee to note the amendments to the Condition Assessment Scheme.

ANNEX

AMENDMENTS TO THE CONDITION ASSESSMENT SCHEME

- 1 The following new paragraph is added after the existing paragraph 6.2.2.13:

“6.2.3 The Survey Plan shall be developed using the Model Survey Plan for CAS set out in Appendix 3.”
- 2 The following text is added after the existing paragraph 6.3.2:

“6.4 Conduct of CAS Surveys

6.4.1 The conditions for CAS Survey, the conditions and method of access to the structures, the equipment for CAS Survey and the communication arrangements implemented during the CAS Survey shall meet the Mandatory Requirements for the Safe Conduct of CAS Surveys set out in Appendix 4.”
- 3 In Table 7.2.2, the note, at the end of the entry “A minimum of 30% of all web frames and rings, in each remaining cargo wing tank” is replaced by “(see note 1 and 3)”.
- 4 In Table 7.2.2 at the end of the entry “A minimum of 30% of deck and bottom transverses, including adjacent structural members, in each cargo centre tank” the following text is added “(see note 3)”.
- 5 In Table 7.2.2, at the bottom of the table, after the existing Note 2 the following new note is added:

“3 The 30% shall be rounded up to the next whole integer.”
- 6 The following new Appendices are added after the existing Appendix 2:

“APPENDIX 3

Model Survey Plan for CAS

Basic Information and Particulars

Name of Ship	:
IMO Number	:
Flag State	:
Port of Registry	:
Gross Tonnage	:
Deadweight (metric tonnes)	:
Length Between Perpendiculars (m)	:
Breadth (m)	:
Depth (m)	:
Summer load line draught (m)	:
Builder	:
Hull Number	:
Recognised Organisation (RO)	:
RO Identity	:
Class Notation	:
Date of delivery	:
Category of Ship (1 or 2)	:
Date for compliance with Regulation 13F	:
Company	:
Thickness Measurement Firm	:

1 Preamble

1.1 Scope

1.1.1 The present CAS Survey Plan covers the minimum extent of overall surveys, close-up surveys, thickness measurements and pressure testing within the cargo area, ballast tanks, including fore and aft peak tanks, required by the CAS adopted by resolution MEPC.94(46) as amended by resolution MEPC.99(48) for this ship.

1.1.2 The practical aspects of any part of the CAS survey shall be acceptable to the attending surveyor(s).

1.2 Documentation

All documents used in the development of the CAS survey plan shall be available onboard during the CAS survey as required by paragraph 6.3.1 of the CAS.

2 Arrangement of Tanks

This section of the Plan shall provide information (either in the form of plans or text) on the arrangement of tanks that fall within the scope of the CAS survey.

3 List of tanks with information on their use, extent of coatings and corrosion protection system

This section of the Plan shall indicate any changes relating to (and shall update) the information on the use of the tanks of the ship, the extent of coatings and the corrosion protective system provided in the Survey Planning Questionnaire.

4 Conditions for survey (e.g. information regarding tank cleaning, gas freeing, ventilation, lighting etc.)

This section of the Plan shall indicate any changes relating to (and shall update) the information on the conditions for survey provided in the Survey Planning Questionnaire.

5 Provisions and method of access to structures

This section of the Plan shall indicate any changes relating to (and shall update) the information on the provisions and methods of access to structures provided in the Survey Planning Questionnaire.

The Mandatory Requirements for the Safe Conduct of CAS Surveys are contained in Appendix 3 to this Plan.

6 List of equipment for survey (to be provided by the Company and supplemented by the Recognised Organisation, as necessary)

This section of the Plan shall identify and list the equipment that will be made available for carrying out the CAS survey and the required thickness measurements.

7 Survey requirements

7.1 Overall survey

The CAS requirements

Paragraph 7.2.1 (and 5.2) of the CAS require that the hull structures in way of cargo tanks, pump rooms, cofferdams, pipe tunnels, void spaces within the cargo area and all ballast tanks shall undergo an overall survey.

The Plan

This section of the Plan shall identify and list the spaces that shall undergo an overall survey for this ship.

7.2 Close up survey

The CAS requirements

Paragraph 7.2.2 (and Table 7.2.2) of the CAS state the hull structures that shall undergo a close up survey. These are:

Close up survey requirements
All web frame rings, in all ballast tanks (see note 1)
All web frame rings, in a cargo wing tank, (see note 1)
A minimum of 30% of all web frame rings, in each remaining cargo wing tank (see notes 1 and 3)
All transverse bulkheads, in all cargo and ballast tanks (see note 2)
A minimum of 30 % of the deck and bottom transverses, including adjacent structural members, in each cargo centre tank (see note 3)
Additional complete transverse web frame rings or deck and bottom transverse including adjacent structural members as considered necessary by the surveyor

Notes:

- 1 Complete transverse web frame ring including adjacent structural member.
- 2 Complete transverse bulkhead, including girder and stiffener systems and adjacent members
- 3 The 30% shall be rounded up to the next whole integer.

In addition paragraphs 7.2.3 and 7.2.4 of the CAS provide further guidance as far as the extent and scope of the close up survey.

The Plan

This section of the Plan shall identify and list, using paragraph 7.2.2 (and Table 7.2.2) of the CAS, the hull structures that shall undergo a close up survey for this ship. In particular it shall:

- .1 identify the cargo wing tank in which all web frame rings will undergo close up survey and indicate the number of web frame rings involved;
- .2 identify the remaining cargo wing tanks in which a minimum of 30 % of the web frame rings will undergo a close up survey and indicate, for each tank, the number of web frame rings involved; and
- .3 identify the cargo centre tanks in which a minimum of 30 % of the deck and bottom transverses, including adjacent structural members, in each cargo centre tank will undergo close up survey and indicate, for each tank, the number of the deck and bottom transverses, including adjacent structural members, involved.

8 Identifications of tanks for tank testing

The CAS requirements

Paragraph 6.2.2.9 of the CAS states that the tank testing shall be as per annex 3 of Annex B of resolution A.744(18) as amended.

The Plan

This section of the Plan shall identify and list the tanks that shall undergo tank testing for this ship.

9 Identification of areas and sections for thickness measurements

The CAS requirements

Paragraph 7.3.3 (and Table 7.3.3) of the CAS specify the minimum requirements for thickness measurements for CAS survey. These are as follows:

Thickness measurement requirements
1. Within the cargo area: .1 Each deck plate .2 Three transverse sections .3 Each bottom plate
2. Measurements of structural members subject to close-up survey according to the table above (for close up survey), for general assessment and recording of corrosion pattern
3. Suspect areas
4. Selected wind and water strakes outside the cargo area
5. All wind and water strakes within the cargo area
6. Internal structure in the fore and aft peak tanks
7. All exposed main deck plates outside the cargo area and all exposed first tier superstructure deck plates

Guidance Notes:

- 1 The attending surveyor(s) may increase the extent of thickness measurements as deemed necessary (see paragraph 7.3.5 of the CAS).
- 2 Transverse sections for thickness measurements shall be chosen where the largest material reductions are expected to occur or are revealed from deck plating measurements (see section 7.3.8 of the CAS).
- 3 Where substantial corrosion is found, the extent of thickness measurements shall be increased accordingly (see paragraph 7.3.4 of the CAS).

In addition paragraphs 7.3.4 to 7.3.8 of the CAS provide further guidance on the extent and increase of the thickness measurements to be taken.

The Plan

This section of the Plan shall identify and list, using paragraph 7.3.3 (and Table 7.3.3) of the CAS, the areas and sections where thickness measurements shall be taken.

10 Hull Materials (to be specified by the Recognised Organisation)

This section of the Plan shall identify, using a format similar to that of the table below, the materials used in the hull structures that fall within the scope of the CAS for the purpose of providing a concise reference.

Location	Plating	Longitudinals and Stiffeners	Longitudinal Girders / Stringers	Transverse Girders / Web Frames / Stringers / Floors
Deck				
Bottom				
Inner bottom				
Side shell				
Longitudinal bulkhead				
Transverse bulkheads				
Fore Peak				
Aft Peak				

Guidance Notes:

- 1 Material grade is Mild Steel (MS) where not shown otherwise.
- 2 Material grade HTS indicates High Tensile Steel; SS indicates Stainless Steel; and CS indicates Clad Steel.
- 3 In case of repairs material, grade, type and the extent shall be verified from drawings.

11 Minimum thickness of hull structures (to be specified by the Recognised Organisation)

This section of the Plan shall specify the minimum thickness* for hull structures of this ship that are subject to the CAS (indicate either (a) or preferably (b), if such information are available):

- (a) Determined from the attached* wastage allowance table and the original thickness according to the hull structure plans of the ship;
- (b) Given in the following table(s)

Area or Location	Original Thickness (mm)	Minimum Thickness (mm)	Substantial Corrosion Thickness (mm)
Deck			
Plating			
Longitudinals			
Longitudinal girders			
Bottom			
Plating			
Longitudinals			
Longitudinal girders			
Ship side			
Plating			
Longitudinals			
Longitudinal girders			
Longitudinal bulkhead			
Plating			
Longitudinals			
Longitudinal girders			
Inner bottom			
Plating			

* The wastage allowance tables shall be attached to the CAS Survey Plan.

Longitudinals			
Longitudinal girders			
Transverse bulkheads			
Plating			
Stiffeners			
Transverse web frames, floors and stringers			
Plating			
Flanges			
Stiffeners			
Cross ties			
Flanges			
Webs			

12 Thickness Measurement (TM) Firm

This section of the Plan shall identify changes, if any, relating to the information on the Thickness Measurement (TM) Firm provided in the Survey Planning Questionnaire.

13 Damage experience related to the ship

This section of the Plan shall, using the tables provided below, provide details of the hull damages for at least the last three years in way of the cargo and ballast tanks areas and void spaces within the cargo area. These damages are subject to CAS survey.

Hull damages sorted by location for this ship
(to be provided by the Company and supplemented by the Recognised Organisation, as necessary)

Tank Number or Area	Possible cause, if known	Description of the damages	Location	Repair	Date of repair

Appendix 2 - Survey Planning Questionnaire

The Survey Planning Questionnaire, which has been submitted by the Company, shall be appended to the Plan.

Appendix 3 – Mandatory Requirements for the Safe Conduct of CAS Surveys

The Mandatory Requirement for the Safe Conduct of CAS Surveys, which is contained in Appendix 4 shall be appended to the Plan.

Appendix 4 - CAS Schedule

The CAS Schedule shall be attached to the Plan*.

Appendix 5 - Other documentation

This part of the Plan shall identify and list any other documentation that forms part of the Plan.

Prepared on behalf of the Company by

Date:.....
.....
(name and signature of authorised representative)

Reviewed by the Recognized Organization for compliance with paragraph 6.2.2 of the CAS.

Date:.....
.....
(name and signature of authorised representative)

* The CAS Schedule is contained in annex 3 to MEPC/Circ.390. The sole purpose of the CAS Schedule is to aid Companies and Recognized Organizations in the preparation of CAS Survey and shall be read and used for this purpose only.

APPENDIX 4

Mandatory Requirements for the Safe Conduct of CAS Surveys

1 General

1.1 The present mandatory requirements have been developed for the safe conduct of CAS Surveys. Although the mandatory requirements make explicit reference to the CAS survey and to attending surveyor(s) it shall be used also in connection with any thickness measurement work required by the CAS.

2 Conditions for survey

2.1 The Company shall provide the necessary facilities for a safe conduct of the CAS survey.

2.2 In cases where the provisions of safety and required access are judged by the attending surveyors not to be adequate, the CAS survey of the spaces involved shall not proceed.

2.3 In order to enable the attending surveyors to carry out the CAS survey, provisions for proper and safe access, shall be agreed between Company and Recognised Organisation.

2.4 Details of the means of access are provided in the Survey Planning Questionnaire.

2.5 Tanks and spaces shall be safe for access*. Tanks and spaces shall be gas free and shall be ventilated. Prior to entering a tank, void or enclosed space, it shall be verified that the atmosphere in the tank is free from hazardous gas and contains sufficient oxygen.

2.6 Tanks and spaces shall be sufficiently clean and free from water, scale, dirt, oil residues, corrosion scale, sediments etc., to reveal significant corrosion, deformation, fractures, damages or other structural deterioration as well as the condition of the coating.

2.7 Sufficient illumination shall be provided to reveal significant corrosion, deformation, fractures, damages or other structural deterioration as well as the condition of the coating.

2.8 Where soft coatings have been applied, safe access shall be provided for the attending surveyor(s) to verify the effectiveness of the coating and to carry out an assessment of the conditions of internal structures, which may include spot removal of the coating. Where the presence of soft coating inhibits safe access, the soft coating shall be removed.

2.9 The attending surveyor(s) shall always be accompanied by at least one responsible person assigned by the Company experienced in tank and enclosed spaces inspection. In addition a backup team of at least two experienced persons shall be stationed at the hatch opening of the tank or space that is being surveyed. The back-up team shall continuously observe the work in the tank or space and shall keep lifesaving and evacuation equipment ready for use.

* Reference is made to chapter 10 of the International Safety Guide for Oil Tankers and Terminals (ISGOTT) - Entry into and working in enclosed spaces.

3 Access to structures

3.1 For overall survey, means shall be provided to enable the attending surveyors to examine the structure in a safe and practical way.

3.2 For close-up survey, one or more of the following means for access, acceptable to the attending surveyors, shall be provided:

- permanent staging and passages through structures
- temporary staging and passages through structures
- lifts and moveable platforms
- rafts or boats
- other equivalent means.

3.3 Surveys of tanks or spaces by means of rafts or boats may only be undertaken with the agreement of the attending surveyors, who shall take into account the safety arrangements provided, including weather forecasting and ship response in reasonable sea conditions.

3.4 When rafts or boats will be used for close up survey the following conditions shall be observed:

- .1 only rough duty, inflatable rafts or boats, having satisfactory residual buoyancy and stability even if one chamber is ruptured, shall be used;
- .2 the boat or raft shall be tethered to the access ladder and an additional person shall be stationed down the access ladder with a clear view of the boat or raft;
- .3 appropriate lifejackets shall be available for all participants;
- .4 the surface of water in the tank shall be calm (under all foreseeable conditions the expected rise of water within the tank shall not exceed 0.25 m) and the water level either stationary or falling. On no account shall the level of the water be rising while the boat or raft is in use;
- .5 the tank or space must contain clean ballast water only. Even a thin sheen of oil on the water is not acceptable;
- .6 at no time shall the water level be allowed to be within 1 m of the deepest under deck web face flat so that the survey team is not isolated from a direct escape route to the tank hatch. Filling to levels above the deck transverses shall only be contemplated if a deck access manhole is fitted and open in the bay being examined, so that an escape route for the survey party is available at all times;
- .7 if the tanks (or spaces) are connected by a common venting system, or Inert Gas system, the tank in which the boat or raft is to be used shall be isolated to prevent a transfer of gas from other tanks (or spaces).

3.5 In addition to the above rafts or boats alone may be allowed for inspection of the under deck areas for tanks or spaces, if the depth of the webs are 1.5 m or less.

3.6 If the depth of the webs is more than 1.5 m, rafts or boats alone may be allowed only:

- .1 when the coating of the under deck structure is in GOOD condition and there no evidence of wastage; or
- .2 if a permanent means of access is provided in each bay to allow safe entry and exit. This means of access is to be direct from the deck via a vertical ladder and a small platform shall be fitted approximately 2 m below the deck.

If neither of the above conditions are met then staging shall be provided for the survey of the under deck area.

4 Equipment for survey

4.1 Thickness measurement shall normally be carried out by means of ultrasonic test equipment. The accuracy of the equipment shall be proven to the attending surveyor(s) as required.

4.2 One or more of the following fracture detection procedures may be required if deemed necessary by the attending surveyor(s):

- radiographic equipment
- ultrasonic equipment
- magnetic particle equipment
- dye penetrant
- other equivalent means.

4.3 Explosimeter, oxygen-meter, breathing apparatus, lifelines, riding belts with rope and hook and whistles together with instructions and guidance on their use shall be made available during the CAS survey. A safety check-list shall be provided.

4.4 Adequate and safe lighting shall be provided for the safe and efficient conduct of the CAS survey.

4.5 Adequate protective clothing shall be made available and used (e.g. safety helmet, gloves, safety shoes, etc) during the CAS survey.

5 Meetings and Communication Arrangements

5.1 The establishment of proper preparation and the close co-operation between the attending surveyors and the Company's representatives onboard prior to and during the CAS survey are an essential part in the safe and efficient conduct of the CAS survey. During the CAS survey on board safety meetings shall be held regularly.

5.2 Prior to commencement of the CAS survey a survey meeting shall be held between the attending surveyors the Company's representative(s) in attendance, the TM Firm Operator (as applicable) and the Master of the ship for the purpose to ascertain that all the arrangements envisaged in the Survey Plan are in place, so as to ensure the safe and efficient conduct of the survey work to be carried out.

5.3 The following is an indicative list of items that shall be addressed in the meeting:

- .1 schedule of the vessel (i.e. the voyage, docking and undocking manoeuvres, periods alongside, cargo and ballast operations etc.);
- .2 provisions and arrangements for thickness measurements (i.e. access, cleaning/de-scaling, illumination, ventilation, personal safety);
- .3 extent of the thickness measurements;
- .4 acceptance criteria (refer to the list of minimum thicknesses);
- .5 extent of close up survey and thickness measurement considering the coating condition and suspect areas/areas of substantial corrosion;
- .6 execution of thickness measurements;
- .7 taking representative readings in general and where uneven corrosion/pitting is found;
- .8 mapping of areas of substantial corrosion;
- .9 communication between attending surveyor(s) the TM operator(s) and Company representative(s) concerning findings.

5.4 A communication system shall be arranged between the survey party in the tank or space being examined, the responsible officer on deck and, as the case may be, the navigation bridge. This system shall also include the personnel in charge of handling the ballast pump(s) if rafts or boats are used. The communication arrangements shall be maintained throughout the CAS survey.”

ANNEX 2

RESOLUTION MEPC.112(50)**Adopted on 4 December 2003****AMENDMENTS TO THE CONDITION ASSESSMENT SCHEME**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

NOTING ALSO that regulation 13G of Annex I of MARPOL 73/78 specifies that the Condition Assessment Scheme, adopted by resolution MEPC.94(46), may be amended provided such amendments shall be adopted, brought into force and take effect in accordance with the provisions of article 16 of the 1973 Convention relating to amendment procedures applicable to an appendix to an Annex,

RECALLING ALSO resolution MEPC.99(48), by which the Committee adopted amendments to the Condition Assessment Scheme, in accordance with the provisions of article 16 of the 1973 Convention relating to amendment procedures applicable to an appendix to an Annex,

HAVING ADOPTED, at its fiftieth session, amendments to regulation 13G of Annex I to MARPOL 73/78 by resolution MEPC.111(50) to further accelerate the phase-out of single-hull tankers in an effort to further enhance the protection of the marine environment,

RECOGNIZING the need to amend the Condition Assessment Scheme for the purposes of application of the amendments to regulation 13G and the new regulation 13H of Annex I to MARPOL 73/78, as adopted by resolution MEPC.111(50),

HAVING CONSIDERED, at its fiftieth session, the proposed amendments to the Condition Assessment Scheme,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to the Condition Assessment Scheme, the text of which is set out at Annex to the present resolution;
2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 4 October 2004, unless, prior to that date, not less than one third of the Parties to MARPOL 73/78 or Parties the combined merchant fleets

of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified to the Organization their objections to the amendments;

3. INVITES Parties to MARPOL 73/78 to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 5 April 2005 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the Annex;
5. REQUESTS FURTHER the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization which are not Parties to MARPOL 73/78;
6. INVITES the Maritime Safety Committee to note the amendments to the Condition Assessment Scheme;
7. URGES the Maritime Safety Committee to undertake, as a matter of priority, a review of the Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers (the Guidelines), adopted by resolution A.744(18) as amended, for the purpose of introducing and incorporating relevant elements and provisions of the Condition Assessment Scheme in the Guidelines, so as to ensure that oil tankers required to comply with the provisions of the Condition Assessment Scheme will be subject to a single and harmonized survey and inspection regime; and
8. AGREES that the Committee will undertake, as soon as the Maritime Safety Committee has incorporated relevant elements and provisions of the Condition Assessment Scheme into the Guidelines, to carry out the necessary review of the Condition Assessment Scheme and, if needed, of the provisions of regulations 13G and 13H of Annex I of MARPOL 73/78 related thereto with a view to ensuring that oil tankers required to comply with the provisions of the Condition Assessment Scheme will be subject to a single and harmonized survey and inspection regime as adopted by the Maritime Safety Committee.

ANNEX

AMENDMENTS TO THE CONDITION ASSESSMENT SCHEME

- 1 In the last sentence of paragraph 1.1, the following words are added at the end of the sentence:

" , or Interim Statement of Compliance, as applicable."

- 2 In paragraph 2, the words "regulation 13G(7)" are replaced by "regulations 13G(6) and (7) and 13H(6)(a)", and the words "resolution MEPC.95(46)" are deleted.

- 3 Paragraph 3.3 is deleted and the existing paragraphs 3.4 and 3.5 are renumbered as paragraphs 3.3. and 3.4 respectively.

- 4 Paragraph 3.6 is deleted and the existing paragraph 3.7 is renumbered as paragraph 3.5.

- 5 The following new paragraph 3.6 is added, and the existing paragraphs 3.8 through 3.14 are renumbered as paragraphs 3.7 through 3.13.

"3.6 "Category 3 oil tanker" means an oil tanker of 5,000 tons deadweight and above but less than that specified in regulation 13G(3)(a) or (b) of Annex I of MARPOL 73/78."

- 6 Paragraph 4.3 is replaced by the following:

"4.3 The Administration shall require Category 2 and Category 3 oil tankers flying its flag which are subject to the provisions of regulation 13G(7) to remain out of service during the periods referred to in paragraph 5.1.2, until these oil tankers are issued with a valid Statement of Compliance."

- 7 Paragraph 5.1 is replaced by the following:

"5.1 Application

The requirements of the CAS apply to:

- .1 oil tankers of 5,000 tons deadweight and above and of 15 years and over after date of delivery of the ship, in accordance with regulation 13G(6);
- .2 oil tankers subject to the provisions of regulation 13G(7), where authorization is requested for continued service beyond the anniversary of the date of delivery of the ship in 2010; and
- .3 oil tankers of 5,000 tons deadweight and above and of 15 years and over after date of delivery of the ship, carrying crude oil as cargo having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, in accordance with regulation 13H(6)(a)."

- 8 Paragraph 5.3 is replaced by the following:

"5.3.1 The CAS survey shall be aligned to the Enhanced Programme of Inspection.

- 5.3.2 The first CAS survey in accordance with regulation 13G(6) shall be carried out concurrent with the first scheduled intermediate or renewal survey after 5 April 2005, or when the ship reaches the 15 years of age, whichever occurs later.
- 5.3.3 The first CAS survey in accordance with regulation 13G(7) shall be carried out concurrent with the scheduled intermediate or renewal survey due prior to the anniversary of the date of delivery of the ship in 2010.
- 5.3.4 The first CAS survey in accordance with regulation 13H(6)(a) shall be carried out concurrent with the first scheduled intermediate or renewal survey after 5 April 2005.
- 5.3.5 In the case where the Statement of Compliance issued following the first CAS survey under 5.3.2 is valid beyond the anniversary of the date of delivery of the ship in 2010, that CAS may be treated as the first CAS carried out in compliance with regulation 13G(7).
- 5.3.6 Any subsequent CAS survey, required for the renewal of the Statement of Compliance, shall be carried out at intervals not exceeding 5 years and 6 months.
- 5.3.7 Notwithstanding the above, the Company may, with the agreement of the Administration, opt to carry out the CAS survey at a date earlier than the due date of the survey referred to above, provided that all the requirements of the CAS are complied with.”

9 Paragraph 6.1.1.7 is replaced by the following:

"6.1.1.7 Such relaxation shall, at all times, be subject to the RO having sufficient time to complete the CAS survey and issue the Interim Statement of Compliance under regulation 13G(6) or 13H(6)(a), or the Administration to review the CAS Final Report and issue the Statement of Compliance under regulation 13G(7), as applicable, prior to re-entry of the ship to service."

10 Paragraph 10.2.2 is replaced by the following:

“10.2.2 The CAS Final Report shall be submitted by the RO to the Administration without delay and:

- .1 in the case of the CAS survey in accordance with regulation 13G(6) or 13H(6)(a), not later than 3 months after the completion of the CAS survey; or
- .2 in the case of the CAS survey in accordance with regulation 13G(7), not later than 3 months after the completion of the CAS survey, or 2 months prior to the date the ship is required to be issued with a Statement of Compliance, whichever occurs earlier.”

11 In paragraph 11.1, the words “Category 1 and Category 2” are replaced by the words “Category 2 and Category 3”.

12 Paragraph 13.1 is replaced by the following:

“13.1 The Administration shall, in accordance with its procedures, issue to each ship which completes the CAS to the satisfaction of the Administration, the Statement of Compliance.

Such Statement shall be issued:

- .1 in the case of the CAS in accordance with regulation 13G(6) or 13H(6)(a), not later than 5 months after the completion of the CAS survey; or
- .2 in the case of the CAS in accordance with regulation 13G(7), not later than 5 months after the completion of the CAS survey, or the anniversary of the date of delivery of the ship in 2010, whichever occurs earlier, for the first CAS survey, and not later than the expiry date of the Statement of Compliance for any subsequent CAS survey.”

13 Paragraph 13.6 is replaced by the following:

“13.6 The validity of the Statement of Compliance shall not exceed 5 years and 6 months from the date of completion of the CAS survey.”

14 Paragraph 13.7 is replaced by the following:

“13.7 The RO which has carried out the CAS survey in accordance with regulation 13G(6) or 13H(6)(a), upon satisfactory completion of the survey, shall issue an Interim Statement of Compliance in a form corresponding the model given in appendix 1, for a period not exceeding 5 months. It shall remain valid until its expiry date or the date of issue of a Statement of Compliance, whichever is the earlier date, and shall be accepted by other Parties to MARPOL 73/78.”

15 In appendix 1, the words “, as amended” are inserted after “MEPC.94(46)” (in two places).

16 In appendix 1, the following words are added after point 2:

“Date of completion of the CAS survey: dd/mm/yyyy.”

17 In appendix 1, the Form of the Interim Statement of Compliance, which is attached to this document, is added after the Form of Statement of Compliance.

18 In appendix 3, in paragraph 1.1.1, the words “by resolution MEPC.99(48)” are deleted.

FORM OF INTERIM STATEMENT OF COMPLIANCE

INTERIM STATEMENT OF COMPLIANCE

Issued under the provisions of the Condition Assessment Scheme (resolution MEPC.94(46), as amended) by:

.....
(full name of the Recognized Organization)

Particular of ship

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Deadweight of ship (metric tons)

IMO number

Category of tanker

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of the Condition Assessment Scheme (CAS) (resolution MEPC.94(46), as amended);
- 2 That the survey showed that the structural conditions of the ship covered by CAS are in all respects satisfactory and the ship complies with the survey requirements of CAS.

Date of completion of the CAS survey: dd/mm/yyyy.

This Statement is valid until, or the date of issue of the Statement of Compliance, whichever is the earlier date.

Issued at
(Place of issue of the Statement)

.....
(Date of issue)

.....
*(Signature of duly authorized official
issuing the Statement)*

(Seal or stamp of the Recognized Organization, as appropriate)

ANNEX 1

**RESOLUTION MEPC.111(50)
adopted on 4 December 2003****AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO
THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS, 1973****(Amendments to regulation 13G, addition of new regulation 13H and consequential
amendments to the IOPP Certificate of Annex I of MARPOL 73/78)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED the proposed amendments to regulation 13G and consequential amendments to the Supplement (Form B) of the IOPP Certificate of Annex I to MARPOL 73/38,

HAVING ALSO CONSIDERED the proposed new regulation 13H of Annex I to MARPOL 73/78,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Annex I of MARPOL 73/78, the text of which is set out at annexes 1, 2, 3 and 4 to the present resolution, each of which being subject to separate consideration by the Parties pursuant to Article 16(2)(f)(ii) of the 1973 Convention;
2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 4 October 2004, unless prior to that date, not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 5 April 2005 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the annexes; and

5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its annexes.

ANNEX 1

AMENDMENTS TO ANNEX 1 OF MARPOL 73/78

The existing regulation 13G is replaced by the following:

“Regulation 13G

Prevention of accidental oil pollution - Measures for existing oil tankers

- (1) Unless expressly provided otherwise this regulation shall:
 - (a) apply to oil tankers of 5,000 tons deadweight and above, which are contracted, the keels of which are laid, or which are delivered before the dates specified in regulation 13F(1) of this Annex; and
 - (b) not apply to oil tankers complying with regulation 13F of this Annex, which are contracted, the keels of which are laid, or are delivered before the dates specified in regulation 13F(1) of this Annex; and
 - (c) not apply to oil tankers covered by subparagraph (a) above which comply with regulation 13F(3)(a) and (b) or 13F(4) or 13F(5) of this Annex, except that the requirement for minimum distances between the cargo tank boundaries and the ship side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection distances at centreline shall comply with regulation 13E(4)(b) of this Annex.
- (2) For the purpose of this regulation:
 - (a) “Heavy diesel oil” means diesel oil other than those distillates of which more than 50 per cent by volume distils at a temperature not exceeding 340°C when tested by the method acceptable to the Organization¹.
 - (b) “Fuel oil” means heavy distillates or residues from crude oil or blends of such materials intended for use as a fuel for the production of heat or power of a quality equivalent to the specification acceptable to the Organization².
- (3) For the purpose of this regulation, oil tankers are divided into the following categories:
 - (a) “Category 1 oil tanker” means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which does not comply with the requirements for new oil tankers as defined in regulation 1(26) of this Annex;
 - (b) “Category 2 oil tanker” means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which

1 Refer to the American Society for Testing and Material’s Standard Test Method (Designation D86).

2 Refer to the American Society for Testing and Material’s Specification for Number Four Fuel Oil (Designation D396) or heavier.

complies with the requirements for new oil tankers as defined in regulation 1(26) of this Annex; and

- (c) “Category 3 oil tanker” means an oil tanker of 5,000 tons deadweight and above but less than that specified in subparagraph (a) or (b) of this paragraph.

(4) An oil tanker to which this regulation applies shall comply with the requirements of regulation 13F of this Annex not later than 5 April 2005 or the anniversary of the date of delivery of the ship on the date or in the year specified in the following table:

Category of oil tanker	Date or year
Category 1	5 April 2005 for ships delivered on 5 April 1982 or earlier 2005 for ships delivered after 5 April 1982
Category 2 and Category 3	5 April 2005 for ships delivered on 5 April 1977 or earlier 2005 for ships delivered after 5 April 1977 but before 1 January 1978 2006 for ships delivered in 1978 and 1979 2007 for ships delivered in 1980 and 1981 2008 for ships delivered in 1982 2009 for ships delivered in 1983 2010 for ships delivered in 1984 or later

(5) Notwithstanding the provisions of paragraph (4) of this regulation, in the case of a Category 2 or 3 oil tanker fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length or double hull spaces which are not used for the carriage of oil and extend to the entire cargo tank length, but does not fulfill conditions for being exempted from the provisions of paragraph (1)(c) of this regulation, the Administration may allow continued operation of such a ship beyond the date specified in paragraph (4) of this regulation, provided that:

- (a) the ship was in service on 1 July 2001;
- (b) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;
- (c) the conditions of the ship specified above remain unchanged; and
- (d) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.

(6) A Category 2 or 3 oil tanker of 15 years and over after the date of its delivery shall comply with the Condition Assessment Scheme adopted by the Marine Environment Protection Committee by resolution MEPC.94 (46), as may be amended, provided that such amendments shall be adopted, brought into force and take effect in accordance with the provisions of article 16 of the present Convention relating to amendment procedures applicable to an appendix to an Annex.

(7) The Administration may allow continued operation of a Category 2 or 3 oil tanker beyond the date specified in paragraph (4) of this regulation, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the Administration, the ship is fit to continue such operation, provided that the operation shall not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date.

- (8) (a) The Administration of a Party to the present Convention which allows the application of paragraph (5) of this regulation, or allows, suspends, withdraws or declines the application of paragraph (7) of this regulation, to a ship entitled to fly its flag shall forthwith communicate to the Organization for circulation to the Parties to the present Convention particulars thereof, for their information and appropriate action, if any.
- (b) A Party to the present Convention shall be entitled to deny entry into the ports or offshore terminals under its jurisdiction of oil tankers operating in accordance with the provisions of :
- (i) paragraph (5) of this regulation beyond the anniversary of the date of delivery of the ship in 2015; or
 - (ii) paragraph (7) of this regulation.

In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.”

ANNEX 2

AMENDMENTS TO ANNEX I OF MARPOL 73/78

The following new regulation is added after regulation 13G:

“Regulation 13H

Prevention of oil pollution from oil tankers carrying heavy grade oil as cargo

- (1) This regulation shall:
 - (a) apply to oil tankers of 600 tons deadweight and above carrying heavy grade oil as cargo regardless of the date of delivery; and
 - (b) not apply to oil tankers covered by subparagraph (a) above which comply with regulation 13F(3)(a) and (b) or 13F(4) or 13F(5) of this Annex, except that the requirement for minimum distances between the cargo tank boundaries and the ship side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection distances at centreline shall comply with regulation 13E(4)(b) of this Annex.
- (2) For the purpose of this regulation “heavy grade oil” means any of the following:
 - (a) crude oils having a density at 15°C higher than 900 kg/m³;
 - (b) fuel oils having either a density at 15° C higher than 900 kg/m³ or a kinematic viscosity at 50° C higher than 180 mm²/s;
 - (c) bitumen, tar and their emulsions.
- (3) An oil tanker to which this regulation applies shall comply with the provisions of paragraphs (4) to (8) of this regulation in addition to complying with the applicable provisions of regulation 13G.
- (4) Subject to the provisions of paragraphs (5), (6) and (7) of this regulation, an oil tanker to which this regulation applies shall:
 - (a) if 5,000 tons deadweight and above, comply with the requirements of regulation 13F of this Annex not later than 5 April 2005; or
 - (b) if 600 tons deadweight and above but less than 5,000 tons deadweight, be fitted with both double bottom tanks or spaces complying with the provisions of regulation 13F(7)(a) of this Annex, and wing tanks or spaces arranged in accordance with regulation 13F(3)(a) and complying with the requirement for distance *w* as referred to in regulation 13F(7)(b), not later than the anniversary of the date of delivery of the ship in the year 2008.
- (5) In the case of an oil tanker of 5,000 tons deadweight and above, carrying heavy grade oil as cargo fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length or double hull spaces which are not used for the carriage

of oil and extend to the entire cargo tank length, but does not fulfil conditions for being exempted from the provisions of paragraph (1)(b) of this regulation, the Administration may allow continued operation of such a ship beyond the date specified in paragraph (4) of this regulation, provided that:

- (a) the ship was in service on 4 December 2003;
 - (b) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;
 - (c) the conditions of the ship specified above remain unchanged; and
 - (d) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.
- (6) (a) The Administration may allow continued operation of an oil tanker of 5,000 tons deadweight and above, carrying crude oil having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, beyond the date specified in paragraph (4)(a) of this regulation, if satisfactory results of the Condition Assessment Scheme referred to in regulation 13G(6) warrant that, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.
- (b) The Administration may allow continued operation of an oil tanker of 600 tons deadweight and above but less than 5,000 tons deadweight, carrying heavy grade oil as cargo, beyond the date specified in paragraph (4)(b) of this regulation, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.
- (7) The Administration of a Party to the present Convention may exempt an oil tanker of 600 tons deadweight and above carrying heavy grade oil as cargo from the provisions of this regulation if the oil tanker:
- (a) either is engaged in voyages exclusively within an area under its jurisdiction, or operates as a floating storage unit of heavy grade oil located within an area under its jurisdiction; or
 - (b) either is engaged in voyages exclusively within an area under the jurisdiction of another Party, or operates as a floating storage unit of heavy grade oil located within an area under the jurisdiction of another Party, provided that the Party within whose jurisdiction the oil tanker will be operating agrees to the operation of the oil tanker within an area under its jurisdiction.
- (8) (a) The Administration of a Party to the present Convention which allows, suspends, withdraws or declines the application of paragraphs (5), (6) or (7) of this regulation to a ship entitled to fly its flag shall forthwith communicate to the Organization for circulation to the Parties to the present Convention particulars thereof, for their information and appropriate action, if any.

- (b) Subject to the provisions of international law, a Party to the present Convention shall be entitled to deny entry of oil tankers operating in accordance with the provisions of paragraph (5) or (6) of this regulation into the ports or offshore terminals under its jurisdiction, or deny ship-to-ship transfer of heavy grade oil in areas under its jurisdiction, except when this is necessary for the purpose of securing the safety of a ship or saving life at sea. In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.

ANNEX 3

**AMENDMENTS TO FORM B OF THE SUPPLEMENT TO THE IOPP CERTIFICATE
RELATING TO REVISED REGULATION 13G OF ANNEX I OF MARPOL 73/78**

The existing paragraph 5.8.4 in Form B of the Supplement to the IOPP Certificate is replaced by the following:

“5.8.4 The ship is subject to regulation 13G and:

- .1 is required to comply with regulation 13F not later than
- .2 is so arranged that the following tanks or spaces are not used for
the carriage of oil
- .3 is allowed to continue operation in accordance with regulation 13G(5)
until
- .4 is allowed to continue operation in accordance with regulation 13G(7)
until ”

ANNEX 4

**AMENDMENTS TO FORM B OF THE SUPPLEMENT TO THE IOPP CERTIFICATE
RELATING TO NEW REGULATION 13H OF ANNEX I OF MARPOL 73/78**

The following new paragraphs are added after paragraph 5.8.5 in the Form B of the Supplement to the IOPP Certificate:

“5.8.6 The ship is subject to regulation 13H and:

- .1 is required to comply with regulation 13H(4) not later than
- .2 is allowed to continue operation in accordance with regulation 13H(5)
until
- .3 is allowed to continue operation in accordance with regulation 13H(6)(a)
until
- .4 is allowed to continue operation in accordance with regulation 13H(6)(b)
until
- .5 is exempted from the provisions of regulation 13H in accordance with
regulation 13H(7)(b)

5.8.7 The ship is not subject to regulation 13H ”
