



# TECHNICAL INSTRUCTIVE

Statutory Certification of ships

## Surveys and Certificates

Under the Harmonized System of Survey and Certification (HSSC)

Code: PO02-TI10

Version: 05

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### 1. Objectives.

- .1 This Instructive establishes the types of surveys and certificates required to carry out the statutory certification of ships under the Harmonized System of Survey and Certification (**HSSC**), including the guidelines and requirements for completing the appropriate surveys and issuing the relevant certificates. This Instructive also provides the servicing intervals of life-saving appliances and radiocommunication equipment for ships, whose flag States implement the HSSC; and requirements for maintenance, testing and inspection of fire protection systems and appliances.

This Instructive has been developed to implement the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021, established in Resolution A. 1156(32), as amended.

### 2. Application.

- .1 This Instructive establishes the harmonized system of survey and certification in accordance with the following instruments:
  - .1 International Convention for the Safety of Life at Sea, 1974 (1974 SOLAS Convention, or SOLAS 74), as modified by the Protocol of 1988 relating thereto, as amended (SOLAS 74/88);
  - .2 International Convention on Load Lines, 1966 (1966 LL Convention, or LLC 66), as modified by the Protocol of 1988 relating thereto, as amended (LLC 66/88);
  - .3 International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, and as further amended by the Protocol of 1997, as amended (MARPOL);
  - .4 International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, as amended (BWM Convention));
  - .5 International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, as amended (IBC Code);
  - .6 International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, as amended (IGC Code);
  - .7 Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, as amended (BCH Code); and
  - .8 International Code for Ships Operating in Polar Waters (Polar Code).
- .2 The provisions of this Instructive are not applicable to the ISM Code, ISPS Code, MLC 2006, and ITC-1969 certification.
- .3 It needs to be emphasized that, in the context of the language of this Instructive, the word "shall" when used, mean that the relevant provision is mandatory.
- .4 This Instructive will enter into force on **15 May 2023**.

### 3. Scope.

- .1 This Instructive shall be used by the attending Surveyors and the Marine Division to provide the statutory certification of ships under the HSSC, which comprises:
  - .1 Completion of statutory surveys;
  - .2 Issuance of statutory certificates;
  - .3 Issuance of conditional and exemption certificates.
  - .4 Survey of Radio Installation;
  - .5 Annual testing of VDR, S-VDR, AIS and EPIRB under the HSSC.



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- .6 Annual servicing of life-saving appliances under the HSSC;
- .7 Maintenance, testing and inspection of fire protection systems and appliances; and
- .8 Revalidation of certificates.

#### 4. Relevant documentation.

- .1 The following documentation is relevant for the control of this Instructive.
  - .1 Resolution A. 1156(32)- Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021.
  - .2 Resolution A.951(23)- Improved Guidelines for Marine Portable Fire Extinguishers.
  - .3 MSC/Circ.955- Servicing of Life-Saving Appliances and Radiocommunication Equipment Under the Harmonized System of Survey and Certification (HSSC).
  - .4 MSC.1/Circular.1222/Rev 1- Guidelines on Annual Testing of Voyage Data Recorders (VDR) and Simplified Voyage Data Recorders (S-VDR).
  - .5 MSC.1/Circular.1252- Guidelines on Annual Testing of the Automatic Identification System (AIS).
  - .6 MSC.1/Circular.1318/Rev.1- Revised Guidelines for the Maintenance and Inspections of Fixed Carbon Dioxide Fire-Extinguishing Systems.
  - .7 MSC.1/Circular.1432- Revised Guidelines for the Maintenance and Inspection of Fire Protection Systems and Appliances.
  - .8 PMA MMC- 155- Automatic Identification System (AIS).
  - .9 PMA MMC-156- Exemption, Conditionals and Short Term/Provisional Certificates.
  - .10 IACS SC 279- Annual testing of VDR, S-VDR, AIS and EPIRB.
- .2 Under permission granted by IACS Procedure, Volume 1: General Procedures, D3.6, Term and Conditions for use the IACS Resolutions, URs, CSR and Technical Information by the Classification Societies which are not members of IACS, the IACS N°98 and SC 279 have been used in this Instructive as reference for providing technical definitions and requirements.

#### 5. Terms used in the survey requirements.

- .1 **Examining:** except, where used in "examining the plans" or "examining the design", shall be understood as an examination, using appropriate techniques, of the components, system or appliance in question for satisfactory provision, arrangement and condition and for any signs of defects, deterioration or damage. The extent of this examination shall be adapted by the attending Surveyor considering the type of survey performed (e.g., initial, annual, renewal) and the actual maintenance condition of the ship and its equipment.
- .2 **Testing:** Shall be understood as a functional test of the system or appliance in question, to confirm its satisfactory operation and performance for its intended use.
- .3 **Related items:** mean those items which may only be inspected when the ship is in dry dock or undergoing an in-water examination of the outside of its bottom. For oil tankers, chemical tankers and gas carriers, this may mean that the ship has to be specially prepared by, for example, being cleaned and gas freed. Then the survey of items such as the internal examination of cargo tanks may be undertaken at the same time. Reference: SOLAS 74/88 Regulation I/10(b)(v).
- .4 **Short voyage:** means a voyage where neither the distance from the port in which the voyage begins to the final port of destination nor the return voyage exceeds 1,000 miles.
- .5 **Any five-year period:** it is the five-year period of validity of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate. Reference: SOLAS 74/88 Regulation I/10(a)(v).



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- .6 **Anniversary date:** means the day and month of each year that corresponds to the date of expiry of the relevant document or certificate.
- .7 **Minor deficiency/defect:** It is an observed situation which does not prevent the ship from proceeding to sea as it is not considered to pose a danger to the ship, the environment or persons on board within the timeframe given for its rectification.
- .8 **Detainable deficiency/defect:** deficiency which is considered to endanger the people onboard, the stability or integrity of the ship, the cargo or is likely to cause pollution.
- .9 **Statutory Condition:** requirements to the effect that specific measures, repairs, surveys are to be carried out within a specific time limit in order to retain statutory certification.
- .10 **Condition(s) of Class:** requirements to the effect that specific measures, repairs, surveys are to be carried out within a specific time limit in order to retain Classification.

#### 6. General requirements for the application of the HSSC.

- .1 The Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021, pursuant to Resolution A. 1156(32), as amended, hereinafter referred to as "**the Survey Guidelines**", take into account the harmonized system of survey and certification in the instruments specified in Section 2 above.
- .2 The Survey Guidelines take into account the amendments to statutory instruments which entered into force before or on 31 December 2021. Appendix 1 of the Survey Guidelines provides a summary of amendments to mandatory instruments reflected in these guidelines.
- .3 The Survey Guidelines contain the following:
  - .1 Survey Guidelines under the 1974 SOLAS Convention, as modified by the Protocol of 1988 relating thereto (annex 1);
  - .2 Survey Guidelines under the 1966 LL Convention, as modified by the Protocol of 1988 relating thereto (annex 2);
  - .3 Survey Guidelines under the MARPOL Convention (annex 3);
  - .4 Survey Guidelines under the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (annex 4); and
  - .5 Survey Guidelines under mandatory codes (annex 5).
- .4 The harmonized system, a diagrammatic arrangement of which is given in Appendix 2 of the Survey Guidelines, provides for:
  - .1 A one-year standard interval between surveys, based on initial, annual, intermediate, periodical and renewal surveys, as appropriate, except for MARPOL Annex IV, which is based on initial and renewal surveys.
  - .2 A scheme providing the necessary flexibility to execute each survey, with provision for:
    - .1 completion of the renewal survey within three months before the expiry date of the existing certificate with no loss of its period of validity; and
    - .2 a "time window" of six months—from three months before to three months after the anniversary date of the certificate for annual, intermediate and periodical surveys;
    - .3 items associated with the cargo ship safety construction intermediate survey that are additional to the requirements of the annual survey may, alternatively, be carried out at the second or third annual survey or between these surveys.
  - .3 In no case does the survey carried out under 6.4.2.3 above remove the need to carry out the required annual surveys.
  - .4 A maximum period of validity of five years for all cargo ship certificates.



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- .5 A maximum period of validity of twelve (12) months for the Passenger Ship Safety Certificate.
- .6 A system for the extension of certificates limited to three months, enabling a ship to complete its voyage, or one month for ships engaged on short voyages.
- .7 When an extension has been granted, the period of validity of the new certificate starting from the expiry date of the existing certificate before its extension.
- .8 A flexible system for inspection of the outside of the ship's bottom on the following conditions:
  - .1 a minimum of two inspections during any five-year period of validity of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate; and
  - .2 the interval between any two such inspections shall not exceed 36 months.
- .9 A Cargo Ship Safety Certificate under SOLAS 74/88, as an alternative to separate Cargo Ship Safety Construction, Cargo Ship Safety Equipment and Cargo Ship Safety Radio Certificates.
- .10 A flexible system concerning the frequency and the period of validity of certificates, subject to the minimum pattern of surveys being maintained.
- .5 The types of surveys used in the HSSC are as follows, as described in Section 7 below:
  - .1 Initial survey.
  - .2 Annual survey.
  - .3 Intermediate survey.
  - .4 Periodical survey.
  - .5 Renewal survey.
  - .6 Inspection of the outside of the ship's bottom.
  - .7 Additional survey.
- .6 The types of certificates used in the HSSC are as follows, as described in Section 8 below:
  - .1 Interim certificate.
  - .2 Full-Term certificate.
  - .3 Conditional certificate.
  - .4 Exemption certificate.
- .7 The certificates regulated by the HSSC are as follows (some depend on the type of ship):
  - .1 Passenger Ship Safety Certificate.
  - .2 International Load Lines Certificate.
  - .3 Cargo Ship Safety Construction Certificate.
  - .4 Cargo Ship Safety Equipment Certificate.
  - .5 Cargo Ship Safety Radio Certificate.
  - .6 International Oil Pollution Prevention Certificate.
  - .7 International Pollution Prevention Certificate for Carriage of Noxious Liquid Substances in Bulk.
  - .8 International Sewage Pollution Prevention Certificate.
  - .9 International Air Pollution Prevention Certificate.
  - .10 International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk.
  - .11 International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk.
  - .12 International Ballast Water Management Certificate.
  - .13 Polar Ship Certificate.
- .8 Annex 2 of this Technical Instructive lists the forms that the attending Surveyor shall use for the statutory certification of a ship under the HSSC depending on the type of ship.



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## 7. Types and description of surveys.

### 7.1 Initial surveys.

- .1 The initial survey shall be held before the ship is put in service, or when a new instrument applies to an existing ship, and the appropriate certificate is issued for the first time.
- .2 The initial survey shall include a complete inspection, with tests, when necessary, of the structure, machinery and equipment to ensure that the requirements relevant to the particular certificate are complied with and that the structure, machinery and equipment are fit for the service for which the ship is intended.
- .3 The initial survey shall consist of:
  - .1 an examination of the plans, diagrams, specifications, calculations and other technical documentation to verify that the structure, machinery and equipment comply with the requirements relevant to the particular certificate;
  - .2 an inspection of the structure, machinery and equipment to ensure that the materials, scantlings, construction and arrangements, as appropriate, are in accordance with the approved plans, diagrams, specifications, calculations and other technical documentation and that the workmanship and installation are in all respects satisfactory; and
  - .3 check that all the certificates, record books, operating manuals and other instructions and documentation specified in the requirements relevant to the particular certificate have been placed on board the ship.
- .4 An application for an initial survey shall be accompanied by plans and designs referred to in Sections 1, 2, 4 and 5 of Annex 1 and in Annexes 2, 3, 4 and 5, as appropriate, of the Survey Guidelines, together with:
  - .1 the particulars of the ship;
  - .2 any exemptions required; and
  - .3 any special conditions.

### 7.2 Annual surveys.

- .1 The annual survey shall be held within three months before or after each anniversary date of the certificate.
- .2 An annual survey shall enable the flag Administration to verify that the condition of the ship, its machinery and equipment is being maintained in accordance with the relevant requirements.
- .3 In general, the scope of the annual survey shall be as follows:
  - .1 it shall consist of a certificate examination, a visual examination of a sufficient extent of the ship and its equipment, and certain tests to confirm that their condition is being properly maintained;
  - .2 it shall also include a visual examination to confirm that no unapproved modifications have been made to the ship and its equipment;
  - .3 the content of each annual survey is given in the respective guidelines; the thoroughness and stringency of the survey shall depend upon the condition of the ship and its equipment; and
  - .4 shall any doubt arise as to the maintenance of the condition of the ship or its equipment, further examination and testing shall be conducted as considered necessary.





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- .4 Where an annual survey has not been carried out within the due dates, reference shall be made to Section 19 below in relation to the revalidation of certificates.

#### 7.3 Intermediate surveys.

- .1 The intermediate survey shall be held within three months before or after the second anniversary date or within three months before or after the third anniversary date of the appropriate certificate and shall take the place of one of the annual surveys. Items associated with the cargo ship safety construction intermediate survey that are additional to the requirements of the annual survey may, alternatively, be carried out at the second or third annual survey or between these surveys.
- .2 The intermediate survey shall be an inspection of items relevant to the particular certificate to ensure that they are in a satisfactory condition and are fit for the service for which the ship is intended.
- .3 Where an intermediate survey has not been carried out within the due dates, reference shall be made to Section 19 below in relation to the revalidation of certificates.

#### 7.4 Periodical surveys.

- .1 The periodical survey shall be held within three months before or after the second anniversary date or within three months before or after the third anniversary date in the case of the cargo ship safety equipment certificate and shall take the place of one of the annual surveys; in the case of the cargo ship safety radio certificate, it shall be held within three months before or after each anniversary date.
- .2 The periodical survey shall consist of an inspection, with tests, when necessary, of the equipment to ensure that requirements relevant to the particular certificate are complied with and that they are in a satisfactory condition and are fit for the service for which the ship is intended.
- .3 The periodical survey shall also consist of a check that all the certificates, record books, operating manuals and other instructions and documentation specified in the requirements relevant to the particular certificate are on board the ship.
- .4 Where a periodical survey has not been carried out within the due dates, reference shall be made to Section 19 below in relation to the revalidation of certificates.

#### 7.5 Renewal surveys.

- .1 The renewal survey shall be held before the appropriate certificate is renewed.
- .2 The cargo ship safety construction renewal survey may be commenced at the fourth annual survey and may be progressed during the succeeding year with a view to completion by the fifth anniversary date. The survey items of the fourth annual survey shall not be credited to the completion of the renewal survey.
- .3 The renewal survey shall consist of an inspection, with tests, when necessary, of the structure, machinery and equipment to ensure that the requirements relevant to the particular certificate are complied with and that they are in a satisfactory condition and are fit for the service for which the ship is intended.
- .4 The renewal survey shall also consist of a check that all the certificates, record books, operating manuals and other instructions and documentation specified in the requirements relevant to the particular certificate are on board the ship.
- .5 Concurrent crediting to both intermediate and renewal safety construction surveys for surveys of spaces shall not be acceptable.



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#### 7.6 Inspections of the outside of the ship's bottom of cargo ships.

- .1 There shall be a minimum of two inspections of the outside of the ship's bottom during any five-year period (see definition 5.5 above), except where SOLAS 74/88 regulation I/14(e) or (f) is applicable. One such inspection shall be carried out on or after the fourth annual survey in conjunction with the renewal of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate. Where the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate has been extended under SOLAS 74/88 regulation I/14(e) or (f), this five-year period may be extended to coincide with the validity of the certificate. In all cases the interval between any two such inspections shall not exceed 36 months.
- .2 The inspection of the outside of the ship's bottom and the survey of related items (see definition 5.3 above) shall include an inspection to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended. Refer to the Guidelines for pre-planning of surveys in dry dock of ships which are not subject to the enhanced programme of inspections (MSC.1/Circ.1223).
- .3 Inspections of the outside of the ship's bottom shall normally be carried out with the ship in dry dock. However, consideration may be given to alternate inspections being carried out with the ship afloat. Special consideration shall be given before ships of 15 years of age and over other than bulk carriers and oil tankers are permitted to have such surveys afloat. Inspection of the outside of the ship's bottom of bulk carriers and oil tankers of 15 years of age and over shall be carried out with the ship in dry dock. Inspections with the ship afloat shall only be carried out when the conditions are satisfactory and the proper equipment and suitably trained staff are available. For ships subject to enhanced survey, the provisions of paragraph 2.2.2 of the applicable part of annex A or B of the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) adopted by resolution A.1049(27), as amended, shall apply (see paragraph 7.6.4 below).
- .4 In relation to paragraph 7.6.3 above, paragraph 2.2.2 of the applicable part of annex A or B of the 2011 ESP Code establishes that: For ships of 15 years of age and over, inspection of the outside of the ship's bottom shall be carried out with the ship in dry-dock. For ships less than 15 years of age, alternate inspections of the ship's bottom not conducted in conjunction with the renewal survey may be carried out with the ship afloat. Inspection of the ship afloat shall only be carried out when the conditions are satisfactory and the proper equipment and suitably qualified staff is available.
- .5 The inspections of the outside of the ship's bottom of cargo ships, including the extension between surveys, shall be carried out in accordance with Technical Instructive PO02-TI03.
- .6 In conjunction with the inspection of the ship's bottom, either during the renewal survey or intermediate survey, the propeller shaft survey may be carried out. In any case, the interval between two propeller shaft surveys shall not exceed 60 months (five years). The propeller shaft survey shall be carried out in accordance with Technical Instructive PO02-TI04.
- .7 Where an inspection of the ship's bottom has not been carried out within the due dates, reference shall be made to Section 19 below in relation to the revalidation of certificates.





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#### 7.7 Additional surveys.

- .1 The additional survey shall be held:
  - .1 when required after an investigation; or
  - .2 whenever any important repairs or renewals are made; or
  - .3 when ballast water management systems (BWMS) are retrofitted on an existing ship to which an International Ballast Water Management Certificate was previously issued.
- .2 Whenever an accident occurs to a ship or a defect is discovered which affects the safety or integrity of the ship or the efficiency or completeness of its equipment, the master or owner shall make a report at the earliest opportunity to the flag Administration, the nominated Surveyor or RO responsible for issuing the relevant certificate. The flag Administration, the nominated Surveyor or RO responsible for issuing the relevant certificate shall then initiate an investigation to determine whether a survey, as required by the regulations applicable to the particular certificate, is necessary. This additional survey, which may be general or partial according to the circumstances, shall be such as to ensure that the repairs and any renewals have been effectively made and that the ship and its equipment continue to be fit for the service for which the ship is intended. In case of installations of BWMS on existing ships the survey shall be such as to ensure that this retrofit, replacement, or significant repair has been effectively made, so that the ship complies with the requirements of the BWM Convention.

#### 8. Types and description of certificates.

##### 8.1 Interim certificate.

The interim certificate is a certificate issued by the attending Surveyor upon satisfactory completion of a survey in order to permit the ship to trade while the full-term certificate is prepared. An interim certificate is valid for five (5) months from the completion date of the survey.

##### 8.2 Full-Term certificate.

The full-term certificate is a certificate issued upon satisfactory completion of an initial or renewal survey valid until the next renewal survey is due. The full-term certificate is issued by the Marine Division valid for a period specified by the flag Administration, which shall not exceed five (5) years from the completion date of the initial or renewal survey on which this full-term certificate is based. A full-term certificate may also be issued or reissued when all deficiencies which led to the issuance of a conditional certificate are corrected.

##### 8.3 Conditional certificate.

The conditional certificate is a certificate with the appropriate expiration dates that is issued by the attending Surveyor with prior authorization from the flag Administration only, when deficiencies/defects exist which cannot be corrected in the port of survey. A conditional certificate is valid only for a period long enough to permit the ship to proceed to the port where the correction will be made but shall not exceed ninety (90) days in accordance with Section 9 below.



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#### 8.4 Exemption certificate.

The exemption certificate is a temporary or permanent release from compliance with a statutory Convention requirement due to the existence of specific circumstances as authorized by the provisions of such Convention. The exemption certificate is linked to, and retained with, its associated statutory certificate. The exemption certificate shall be issued by the flag Administration only in accordance with Section 10 below.

#### 9. Issuance of a Conditional certificate.

- .1 The conditional certificate is issued by the attending Surveyor with prior authorization from the flag Administration only. Under no circumstances the conditional certificate can be issued without prior authorization from the flag Administration.
- .2 The conditional certificate shall be identified by the wording "Conditional Certificate" printed under the name of the certificate and all outstanding deficiencies/defects, with the details of any relevant requirements or conditions and the assigned due date for the time needed to rectify, shall be noted on or attached to the conditional certificate.
- .3 In cases where the condition of a ship or its equipment does not comply with the requirements of an International Convention, the flag Administration may authorize ICS Class-attending Surveyor to issue a conditional certificate provided that the ship is fit to proceed to sea without harm to the ship, persons on board, or without presenting unreasonable threat of harm to the marine environment, allowing the ship to proceed to a port where the necessary repairs may be carried out.
- .4 The attending Surveyor will ensure that the corrective action will be taken and shall, in due course, notify the flag Administration. Evidence of the corrective actions taken, may include, but are not limited to: Survey reports, re-issued certificate, or a formal notification in written. If such corrective action is not taken before the expiration date of the conditional certificate, the certificate shall be withdrawn, and the flag Administration shall be notified immediately.
- .5 In cases where a certificate loses its validity due to overdue annual, intermediate or periodical endorsements, an authorization to issue a conditional certificate may be requested to the flag Administration, as a transitional measure until the correspondent revalidation surveys are carried out and new certificate is issued.
- .6 To request authorization to issue a conditional certificate, the flag Administration shall be provided with the following documentation:
  - .1 Application stating the reasons to issue the conditional certificate.
  - .2 Copy of the valid statutory certificate relevant to the exemption certificate, supported by its attached forms and/or supplements when applicable.
  - .3 Copy of the provisional/permanent certificate of registry (Patent of Navigation).
- .7 The validity of a conditional certificate must not exceed ninety (90) days. The maximum period stipulated for Belizean flagged ships is sixty (60) days. The flag Administration will not authorize the extension or re-issuance of such conditional certificate and will not authorize extensions of statutory certificates exceeding ninety (90) days. In exceptional circumstances and previous a comprehensive evaluation by the flag Administration, it might be consider granting longer validity periods of conditional certificates, the extension or re-issuance of existing conditional certificates.



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#### 10. Issuance of an Exemption certificate.

- .1 The exemption certificate shall be issued by the flag Administration only. The issuance of an exemption certificate is considered on a case-by-case basis formed on the existence of some measures of equivalency to meet the intent of the requirement being exempted and a recommendation from the ICS Class. Certain exemptions, when granted, are required to be communicated to the IMO.
- .2 The flag Administration may grant exemptions from the provisions of a Convention, if the ship complies with the conditions established by such Convention, for the specific exemption.
- .3 When an exemption is granted to a ship under and in accordance with the provisions of an International Convention, an exemption certificate shall be issued in addition to the certificates requested by that Convention.
- .4 The request for an exemption certificate shall be sent to the flag Administration supported by the following documentation:
  - .1 Application stating the reasons to issue the exemption certificate.
  - .2 Copy of the valid statutory certificate relevant to the exemption certificate, supported by its attached forms and/or supplements when applicable.
  - .3 Copy of the provisional/permanent certificate of registry (Patent of Navigation).

#### 11. Completion of surveys and issuance of certificates.

- .1 If a survey shows that the condition of the ship or its equipment does not correspond substantially with the particulars of the certificate or is not fit to proceed to sea without danger to the ship, or persons on board, or without presenting unreasonable threat of harm to the environment, the attending Surveyor shall be guided by the requirements of SOLAS 74/88 regulation 1/6(c), MARPOL Annex I regulation 6.3.3, MARPOL Annex II regulation 8.2.5, MARPOL Annex IV regulation 4.5, MARPOL Annex VI regulation 5.3.3, IBC Code regulation 1.5.1.4, IGC Code regulation 1.4.1.4 and BCH Code regulation 1.6.1.3, or in the case of the BWM Convention the survey shows that the ship's ballast water management does not conform to the particulars of the certificate required under regulations E-2 or E-3, or is such that the ship is not fit to proceed to sea without presenting a threat of harm to the environment, human health, property or resources, the Surveyor shall be guided by regulation E-1.6. These instruments require that corrective action be taken immediately and the flag Administration notified in due course. In cases where the corrective action has not been undertaken the relevant certificate shall be withdrawn and the flag Administration notified immediately. If the ship is in the port of another Party, the appropriate authorities of the port State shall also be notified immediately.
- .2 Although LLC 66/88 does not contain specific requirements, if a load line survey shows that the condition of the ship or its equipment does not correspond substantially with the particulars of the certificate or is not fit to proceed to sea without danger to the ship, or persons on board, or without presenting unreasonable threat of harm to the environment, the attending Surveyor shall, nevertheless, be guided by paragraph 11.1 above.
- .3 If detainable deficiencies/defects (see definition 5.8 above) are identified at the time of any survey (initial, annual, intermediate, periodical, renewal, additional survey for PSC, or other additional survey), and they are not permanently repaired or rectified in the port of survey, or temporarily compensated either as agreed between ICS Class and the flag Administration in their agreement or on a case-by-case basis, no interim or full-term certificate shall be issued or endorsed.



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- .4 If detainable deficiencies/defects (see definition 5.8 above) are identified at the time of an initial or renewal survey, and they cannot be repaired or permanently rectified in the port of survey:
  - .1 A conditional certificate shall be issued to allow the ship to proceed to a port where the permanent repairs are to be made. This conditional certificate shall be issued subject to provisions of Section 9 above.
  - .2 Outstanding deficiencies/defects, with the details of any relevant requirements or provisions and the assigned due date for the time needed to rectify, shall be noted on or attached to the conditional certificate.
  - .3 If the shipowner satisfactorily rectifies the deficiencies/defects, the conditional certificate shall be withdrawn and an interim certificate issued while the full-term certificate is prepared.
- .5 If detainable deficiencies/defects (see definition 5.8 above) are identified at the time of an annual, intermediate, periodical, additional survey for PSC or other additional survey and they cannot be permanently repaired or permanently rectified in the port of survey:
  - .1 The existing full-term certificate shall not be endorsed.
  - .2 The existing full-term certificate shall be withdrawn.
  - .3 A conditional certificate shall be issued in accordance with Section 9 above.
  - .4 Outstanding deficiencies/defects, with the details of any relevant requirements or provisos and the assigned due date for the time needed to rectify, shall be noted on or attached to the conditional certificate.
  - .5 If the shipowner satisfactorily rectifies the deficiencies/defects, the conditional certificate shall be withdrawn and the full-term certificate restored.
- .6 In case of minor deficiencies/defects (see definition 5.7 above) not rectified at time of the survey:
  - .1 If the deficiency/defect also relates to class, a condition of class (see definition 5.10 above) may be issued with the details of any relevant requirements or provisions and an assigned due date for the time needed to rectify. This includes minor deficiencies/defects related to structural, mechanical and/or electrical requirements of the ICS Class recognized by the flag Administration (e.g., SOLAS II-1/3-1).
  - .2 If the deficiency/defect is limited only to statutory certificates, a statutory condition (see definition 5.9 above) with assigned due date may be issued, with the details of any relevant requirements or provisos and an assigned due date for the time needed to rectify. A conditional certificate shall be issued subject to provisions of Section 9 above.
- .7 If deemed necessary by the attending Surveyor, a combination of deficiencies/defects of a less serious nature may also result in the withdrawal of the full-term statutory certificate and its replacement with a conditional certificate subject to the concurrence by the flag Administration.
- .8 The final decision on the severity of the deficiency/defect shall be left to the professional judgment of the attending Surveyor, who is duly trained and qualified to make this decision.

## 12. Survey of radio installations.

- .1 The survey of the radio installations, including those used in life-saving appliances, shall always be carried out by a qualified Radio Inspector who has necessary knowledge of the requirements of SOLAS 74, the International Telecommunication Union's Radio Regulations and the associated performance standards for radio equipment.



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- .2 The radio survey shall be carried out using suitable test equipment capable of performing all the relevant measurements required.
- .3 On satisfactory completion of the survey, the Radio Inspector shall forward a report of the survey, which shall also state the organization (radio firm) he or she represents, to ICS Class, as authority responsible for the issue of the Cargo Ship Safety Radio Certificate.

### 13. Annual testing of VDR and S-VDR under the HSSC.

- .1 In accordance with SOLAS Chapter V, Regulation 18.8, the annual performance test of Voyage Data Recorder (VDR) and Simplified Voyage Data Recorder (S-VDR) shall be carried out as follows:

The voyage data recorder system, including all sensors, shall be subjected to an annual performance test. The annual test shall be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections shall be conducted to determine the serviceability of all protective enclosures and devices fitted to aid location. A copy of the certificate of compliance issued by the testing facility, stating the date of compliance and the applicable performance standards, shall be retained on board the ship.
- .2 The annual performance test of VDR and S-VDR shall be carried out by the manufacturer or a person authorized by the manufacturer in accordance with the guidelines set out in the Annex to MSC.1/Circular.1222/Rev.1.
- .3 The Annex to MSC.1 Circ./1222/Rev.1 in paragraph 3 states that: The manufacturer must complete a review, record any changes and issue the completed test report within 45 days. To accommodate performance checks to align with the appropriate survey under the Harmonized System of Survey and Certification (HSSC), the annual performance check may be carried out up to 3 months before the due date for a passenger ship and +/- 3 months of the due date for a cargo ship (the maximum period between subsequent checks is, therefore: 15 months for passenger ships and 18 months for cargo ships, unless either certificate has been extended as permitted by SOLAS regulation I/14, in which case a similar extension may be granted).
- .4 Paragraph 13.3 above shall be interpreted as follows: The annual performance test of VDR and S-VDR under the HSSC shall be carried out in accordance with the following provisions:
  - .1 The annual performance test of VDR and S-VDR shall be carried out within the "time window" of the annual/periodical/renewal survey under the HSSC, but not later than the date of completion of the survey for endorsement or renewal of the relevant certificate.
  - .2 The performance test of VDR and S-VDR shall be carried out "annually", understanding that annually means an interval of 12 months from the date of completion of the previous annual test.
  - .3 To extend the validity of the annual performance test of VDR and S-VDR beyond 12 months in accordance with the provisions of paragraph 13.3 above, an authorization granted by the flag Administration is required. However, the issuance of a Conditional Certificate is not required.
  - .4 The survey for endorsement or renewal of the relevant certificate cannot be completed without a valid annual performance test of VDR or S-VDR with satisfactory results.
- .5 The annual performance test of VDR and S-VDR shall be recorded in the form of the model test report given in the Appendix to MSC.1/Circular.1222/Rev.1.





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- .6 A copy of the Certificate of Compliance issued by the testing facility, stating the date of compliance and the applicable performance standards, shall be retained on board the ship. The certificate of compliance shall be supplemented by the test report in the form required in paragraph 13.5 above.

#### 14. Annual testing of AIS under the HSSC.

- .1 In accordance with SOLAS Chapter V, Regulation 18.9, the annual performance test of the Automatic Identification System (AIS) shall be carried out as follows:  
The AIS shall be subjected to an annual test. The test shall be conducted by a qualified Radio Inspector or an approved testing or servicing facility. The test shall verify the correct programming of the ship static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air test using, e.g., a Vessel Traffic Service (VTS). A copy of the test report shall be retained on board the ship.
- .2 The annual testing of the AIS shall be carried out by a qualified Radio Inspector or an approved testing or servicing facility in accordance with the guidelines set out in the Annex to MSC.1/Circular.1252. The survey of the AIS shall be carried out using suitable test equipment capable of performing all the relevant measurements required by and in accordance with the aforementioned guidelines.
- .3 The Annex to MSC.1 Circ./1252 in paragraph 3 states that: To accommodate performance test to align with the appropriate survey under the Harmonized System of Survey and Certification (HSSC), the annual testing may be carried out:
  - .1 Up to 3 months before the due date of the passenger ship renewal survey or the cargo ship safety equipment renewal survey; and
  - .2 Three (3) months before or after the due date of the cargo ship safety equipment periodical/annual survey (the maximum period between subsequent test is governed by the time window associated to the subsequent surveys, unless either certificate has been extended as permitted by SOLAS regulation I/14, in which case a similar extension may be granted by the Administration).
- .4 Paragraph 14.3 above shall be interpreted as follows: The annual performance test of the AIS under the HSSC shall be carried out in accordance with the following provisions:
  - .1 The annual performance test of the AIS shall be carried out within the "time window" of the annual/periodical/renewal survey under the HSSC, but not later than the date of completion of the survey for endorsement or renewal of the relevant certificate.
  - .2 The performance test of the AIS shall be carried out "annually", understanding that annually means an interval of 12 months from the date of completion of the previous annual test.
  - .3 To extend the validity of the annual performance test of the AIS beyond 12 months in accordance with the provisions of paragraph 14.3 above, an authorization granted by the flag Administration is required. However, the issuance of a Conditional Certificate is not required.
  - .4 The survey for endorsement or renewal of the relevant certificate cannot be completed without a valid annual performance test of the AIS with satisfactory results.
- .5 The annual performance test of the AIS shall be recorded in the form of the model test report given in the Appendix to MSC.1/Circular.1252. A copy of this test report shall be retained on board the ship.





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#### 15. Annual testing of Satellite EPIRBs under the HSSC.

- .1 In accordance with SOLAS Chapter IV, Regulation 15.9, Satellite EPIRBs shall be:
  - .1 Annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals as specified below:
    - .1 on passenger ships, within 3 months before the expiry date of the Passenger Ship Safety Certificate.
    - .2 on cargo ships, within 3 months before the expiry date, or 3 months before or after the anniversary date, of the Cargo Ship Safety Radio Certificate.
  - .2 The annual performance test of Satellite EPIRBs may be conducted on board the ship or at an approved testing station. The test shall be carried out by an approved service supplier in accordance with the guidelines set out in the Annex to MSC/Circular.1040/Rev.1. The testing shall be carried out using suitable test equipment capable of performing all the relevant measurements required in the aforementioned guidelines. All checks of electrical parameters shall be performed in the self-test mode, if possible.
- .3 MSC.1 Circ./955 in paragraphs 1 and 4 states that:
  - .1 The servicing intervals of the aforementioned life-saving appliances and Satellite EPIRBs required by SOLAS regulations III/20.8, III/20.9 and IV/15.9, respectively, shall not exceed 12 months which may be extended to 17 months where in any case this is impracticable in exceptional circumstances. In the meantime, according to regulations I/8 and I/9 of the 1988 SOLAS Protocol, the said appliances shall be subjected to an annual or a periodical survey within 3 months before or after each anniversary of the Cargo Ship Safety Equipment Certificate and of the Cargo Ship Safety Radio Certificate, respectively, or the Cargo Ship Safety Certificate, i.e., maximum 18 months interval.
  - .2 The servicing intervals of life-saving appliances and radiocommunication equipment for ships, whose flag States implement the HSSC, may be in concert with the terms of the HSSC annual, periodical and renewal survey stipulated in the 1988 SOLAS Protocol notwithstanding regulations III/20.8, III/20.9 and IV/15.9 of the 1974 SOLAS Convention.
- .4 Paragraph 15.3 above shall be interpreted as follows: The annual performance test of Satellite EPIRBs under the HSSC shall be carried out in accordance with the following provisions:
  - .1 The annual performance test of Satellite EPIRBs shall be carried out within the "time window" of the periodical/renewal survey under the HSSC, but not later than the date of completion of the survey for endorsement or renewal of the relevant certificate.
  - .2 The performance test of Satellite EPIRBs shall be carried out "annually", understanding that annually means an interval of 12 months from the date of completion of the previous annual test.
  - .3 To extend the validity of the annual performance test of Satellite EPIRBs beyond 12 months in accordance with the provisions of paragraph 15.3 above, an authorization granted by the flag Administration is required. However, the issuance of a Conditional Certificate is not required.
  - .4 The survey for endorsement or renewal of the relevant certificate cannot be completed without a valid annual performance test of Satellite EPIRBs with satisfactory results.
- .5 A copy of the valid annual test report shall be retained on board the ship.



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#### 16. Annual servicing of life-saving appliances under the HSSC.

- .1 In accordance with SOLAS Chapter III, Regulations 20.8 and 20.9, every inflatable liferaft, inflatable lifejacket, marine evacuation system and hydrostatic release units, other than disposable hydrostatic release units, shall be serviced:
  - .1 at intervals not exceeding 12 months, provided where in any case this is impracticable, the Administration may extend this period to 17 months; and
  - .2 at an approved servicing station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.
- .2 In addition to or in conjunction with the servicing intervals of marine evacuation systems (MES) required by paragraph 16.1 above, each MES shall be deployed from the ship on a rotational basis at intervals to be agreed by the flag Administration provided that each system is to be deployed at least once every six years.
- .3 All repairs and maintenance of inflated rescue boats shall be carried out in accordance with the manufacturer's instructions. Emergency repairs may be carried out on board the ship; however, permanent repairs shall be effected at an approved servicing station.
- .4 MSC/Circ.955 at paragraphs 1 and 4 states that:
  - .1 The servicing intervals of the inflatable liferafts, inflatable lifejackets, marine evacuation systems, inflated rescue boats, hydrostatic release units and Satellite EPIRBs required by SOLAS regulations III/20.8, III/20.9 and IV/15.9, respectively, shall not exceed 12 months which may be extended to 17 months where in any case this is impracticable in exceptional circumstances. In the meantime, according to regulations I/8 and I/9 of the 1988 SOLAS Protocol, the said appliances shall be subjected to an annual or a periodical survey within 3 months before or after each anniversary of the Cargo Ship Safety Equipment Certificate and of the Cargo Ship Safety Radio Certificate, respectively, or the Cargo Ship Safety Certificate, i.e., maximum 18 months interval.
  - .2 The servicing intervals of life-saving appliances and radiocommunication equipment for ships, whose flag States implement the HSSC, may be in concert with the terms of the HSSC annual, periodical and renewal survey stipulated in the 1988 SOLAS Protocol notwithstanding regulations III/20.8, III/20.9 and IV/15.9 of the 1974 SOLAS Convention.
- .5 Paragraph 16.4 above shall be interpreted as follows: Servicing of life-saving appliances required by SOLAS III/20.8 and III/20.9 (hereinafter referred to as life-saving appliances) under HSSC shall be carried out in accordance with the following provisions:
  - .1 The servicing of life-saving appliances shall be carried out within the "time window" of the annual/periodical/renewal survey under the HSSC, but not later than the date of completion of the survey for endorsement or renewal of the relevant certificate.
  - .2 The servicing of life-saving appliances shall be carried out "annually", understanding that annually means an interval of 12 months from the date of completion of the previous annual servicing.
  - .3 To extend the validity of the servicing of life-saving appliances beyond 12 months in accordance with the provisions of paragraph 16.4 above, an authorization granted by the flag Administration is required. However, the issuance of a Conditional Certificate is not required.
  - .4 The survey for endorsement or renewal of the relevant certificate cannot be completed without a valid annual servicing of life-saving appliances with satisfactory results.
- .6 A copy of the valid annual servicing reports shall be retained on board the ship.



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#### 17. Maintenance, testing and inspection of fire protection systems and appliances.

- .1 Maintenance, testing and inspections of fire protection systems, including fire-fighting systems and appliances, shall be carried out in accordance with SOLAS Chapter II, Regulation 14.2.2, as follows:
  - .1 Maintenance, testing and inspections shall be carried out based on the guidelines set out in MSC.1/Circ.1432, as amended by MSC.1/Circ.1516, and in a manner having due regard to ensuring the reliability of fire-fighting systems and appliances.
  - .2 The maintenance plan shall be kept on board the ship and shall be available for inspection whenever required by the flag Administration.
- .2 The maintenance plan specified in paragraph 17.1.2 above, shall be prepared based on the instructions given by the flag Administration and the guidelines set out in MSC.1/Circ.1432, as amended by MSC.1/Circ.1516. Maintenance, testing and inspections of fire protection systems, including fire-fighting systems and appliances, shall be implemented based on the aforementioned plan.
- .3 In addition to the onboard maintenance and inspections stated in the guidelines set out in MSC.1/Circ.1432, as amended by MSC.1/Circ.1516, manufacturer's maintenance and inspection guidelines shall be followed. In case the manufacturer of an equipment or system has specified intervals or criteria that are more frequent or stringent than those specified in the guidelines set out in MSC.1/Circ.1432, as amended by MSC.1/Circ.1516, such intervals and criteria shall apply instead of these guidelines.
- .4 The guidelines set out in MSC.1/Circ.1432, as amended by MSC.1/Circ.1516, do not address maintenance and inspection of fixed carbon dioxide systems or portable fire extinguishers. Maintenance and inspections of fixed carbon dioxide fire-extinguishing systems shall be carried out in accordance with MSC.1/Circ.1318/Rev.1. Maintenance and inspections of portable fire extinguishers shall be carried out in accordance with Resolution A.951(23).
- .5 Certain maintenance procedures and inspections may be performed by competent crew members who have completed an advanced fire-fighting training course, while others shall be performed by approved service suppliers specially trained in the maintenance of such systems. The onboard maintenance plan specified in paragraph 17.2 above, shall indicate which parts of the recommended inspections and maintenance are to be completed by approved service suppliers. All work shall be carried out as part of a planned maintenance system with all necessary procedures, work instructions, manuals, tools, spares and calibrated test equipment readily available.
- .6 Inspections and maintenance which are not explicitly stated in the onboard maintenance plan as to be done by an approved service supplier may be done by a competent person who may be a senior member of the ship's crew, who has successfully completed an appropriate training (at least an advanced fire-fighting training course- STCW A-VI/3).
- .7 An approved service supplier is a service supplier that is authorized or accredited by the manufacturer of the equipment or system. In the absence of such service supplier, it is a service supplier for the type of equipment or system, type of maintenance and inspections, accredited laboratory, service company and shore-based maintenance provider accepted or approved by ICS Class or the flag Administration.
- .8 A service supplier that does not fall under any one of the categories specified in paragraph 17.7 above, shall be authorized by the flag Administration on a case-by-case basis.



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- .9 Inspections shall be carried out by competent crew members or approved services suppliers to ensure that the indicated weekly, monthly, quarterly, annual, two-year, five-year and ten-year actions are taken for the specified equipment, if provided. Records of the inspections shall be carried on board the ship, or may be computer-based. In cases where the inspections and maintenance are carried out by an approved service supplier, the inspection report shall be provided at the completion of the testing.
- .10 The actions to be carried out during the weekly, monthly, quarterly, annually, two-year, five-year and ten-year testing and inspections of fire protection systems, including fire-fighting systems and appliances, are establish in Sections 4 to 10 of the guidelines set out in MSC.1/Circ.1432, as amended by MSC.1/Circ.1516.
- .11 The time intervals specified in paragraph 17.10 above, shall be counted from the date of the completion of the construction of a system or of an appliance or from the date of the initial hydrostatic testing stamped on the cylinder, as the case may be or in the absence of such date from the date of completion of the initial survey of the ship upon construction and thereafter from the date of completion of the previous inspection or testing carried out by a competent crew member or an approved service supplier. For example: Annually means an interval of 12 months from the date of completion of the previous annual inspection or testing carried out by the crew or a service supplier.
- .12 During the maintenance, testing and inspections of fire protection systems, including fire-fighting systems and appliances, the following general rules shall apply:
  - .1 The system or an individual part or unit of the system and appliance shall be recharged when the loss of contents of the system as a whole or of an individual part or unit of the system or of an appliance exceeds 10 per cent; and
  - .2 In all circumstances the attending surveyor may require, if he/she deems it necessary, the thorough inspection, hydrostatic testing or the recharging of a system or of an individual part or unit of the system or of an appliance.
- .13 The testing and inspection that are required by an approved service supplier shall preferably be carried out:
  - .1 Within a "time window" of +/- 3 months from the anniversary of the Cargo Ship Safety Equipment Certificate or the Passenger Ship Safety Certificate, as appropriate, and
  - .2 Prior the attendance onboard of ICS Class for carrying out the related statutory survey and the subsequently endorsement of the associated statutory certificate.
- .14 In accordance with the provisions of paragraph 17. 11 above, the +/- 3 months window specified above does not apply to the anniversary date of the service supplier testing and inspection of the system, equipment or appliance.
- .15 The testing and inspection that are required by an approved service supplier shall preferably be carried out within the "time window" of the annual/periodical/renewal survey of the Cargo Ship Safety Equipment Certificate or the Passenger Ship Safety Certificate, as appropriate, but not later than the date of completion of the survey for endorsement or renewal of the relevant certificate.
- .16 In exceptional cases, to extend the validity of a testing and inspection carried out by an approved service supplier in accordance with the time intervals specified in paragraph 17.11 above, an authorization granted by the flag Administration is required. However, the issuance of a Conditional Certificate is not required.
- .17 The survey for endorsement or renewal of the relevant certificate cannot be completed without the valid testing and inspection that are required by an approved service supplier.



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- .18 When it is practically feasible, the shipowner are urged to consider arranging service suppliers testing and inspections their ships as early as possible in accordance with the provisions of paragraph 17.13 above.
- .19 Annex 1 of this Technical Instructive provides an overview of maintenance, testing and inspections of the main fire-fighting systems based on MSC.1/Circ.1432, as amended by MSC.1/Circ.1516, MSC.1/Circ.1318/Rev.1 and Resolution A.951(23), as appropriate.
- .20 As part of the safety equipment survey on board the ship, the attending Surveyor shall confirm that maintenance, testing and inspections of fire protection systems, including fire-fighting systems and appliances, are carried out in accordance with the maintenance plan, as required in paragraphs 17.2 to 17.4 above.

#### 18. Recommended conditions for extending the period of validity of a Certificate.

- .1 In SOLAS 74/88 and other mandatory IMO instruments the following provision applies: If a ship at the time when a certificate expires is not in a port in which it is to be surveyed, **the flag Administration** may extend the period of validity of a certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases **where it appears proper and reasonable to do so**. No certificate shall be extended for a period longer than three months, and a ship to which an extension is granted shall not, on its arrival in the port in which is to be surveyed, be entitled by virtue of such extension to leave that port without having a new certificate.
- .2 If a ship is in a port where the required survey cannot be completed, and where the Convention allows the flag Administration to extend the certificate when it is proper and reasonable to do so, the flag Administration shall be guided by the following:
  - .1 An additional survey, equivalent to at least the same scope of an annual survey required by the relevant certificate(s) shall be carried out;
  - .2 The renewal survey shall be carried out to the maximum extent possible;
  - .3 In cases where a dry-docking is required, but cannot be carried out, an underwater inspection of the ship's bottom shall be carried out;
  - .4 In cases where an underwater inspection is not possible (e.g., poor water visibility, draught restrictions, excessive current, refusal by the port Authority), an internal inspection of the ship's bottom structure, to the maximum extent practicable, shall be carried out;
  - .5 The ship shall be allowed to sail directly to a named final agreed cargo discharge port and then directly to a named agreed port to complete the survey and/or dry-docking;
  - .6 The extension period shall be for the minimum amount of time needed to complete the survey and/or dry-docking under the relevant certificate(s);
  - .7 The condition of the ship found by the surveys indicated above shall be considered in determining the duration, distance and operational restrictions, if any, of the voyage needed to complete the survey and/or dry-docking; and
  - .8 The extension period of the relevant statutory certificate(s) shall not exceed the period of validity of the certificate which may be issued to document compliance with the structural, mechanical and electrical requirements of the ICS Class.





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#### 19. Revalidation of certificates.

A certificate ceases to be valid if the annual, intermediate or periodical, as appropriate, or the inspection of the outside of the ship's bottom is not completed within the periods specified in the relevant regulation or article. The validity of the certificate shall be restored by carrying out the appropriate survey which, in such circumstances, shall consist of the requirements of the survey that was not carried out, but its thoroughness and stringency shall have regard to the time this survey was allowed to lapse. The flag Administration concerned shall then ascertain why the survey was allowed to lapse and consider further action.

#### 20. Documented Information revoked and modifications.

- .1 Technical Instructive PO02-TI10-Surveys and Certificates under the HSSC, version 04 (05-2022) has been revoked.
- .2 Sections 13, 14 and 15 have been modified and updated.
- .3 Sections 16 and 17 have been added.

#### 21. Annexes.

Annex 1- Overview of maintenance, testing and inspections of main fire-fighting systems.

Annex 2-Forms for the statutory certification of ships under the HSSC.

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### Annex 1

#### Overview of maintenance, testing and inspections of main fire-fighting systems

Equipment and Guideline	Interval	Outline of requirement	Carry out by
Portable fire extinguishers. Res. A.951(23), Annex, Section 9.	Annually	Inspections in accordance with the manufacturer's instructions, etc.	Competent crew.
	5- yearly	At least one extinguisher of each type manufactured in the same year and kept on board a ship shall be test discharged (as part of a fire drill), etc.	Competent crew.
	10- yearly	Hydrostatic test.	Service supplier.
Wheeled (mobile) fire extinguishers. MSC.1/Circ.1432, as amended.	Monthly	Verify all extinguishers are in place, properly arranged, and are in proper condition, etc.	Competent crew.
	Annually	Inspections in accordance with manufacturer's instructions, visual inspection of component, check the hydrostatic test date of each cylinder, for dry powder extinguishers, invert extinguisher to ensure powder is agitated, etc.	Competent crew.
	5- yearly	Visually examine at least one extinguisher of each type manufactured in the same year and kept on board, etc.	Competent crew.
	10- yearly	Hydrostatic test.	Service supplier.
Portable foam applicator units. MSC.1/Circ.1432, as amended.	Monthly	Verify all portable foam applicators are in place, properly arranged, and are in proper condition, etc.	Competent crew.
	Annually	Verify all portable foam applicators are set to the correct proportioning ratio for the foam concentrate supplied and the equipment is in proper order. Periodical control of foam concentrates in accordance with MSC.1/Circ.1312, etc.	Competent crew. Service supplier for periodical control of foam concentrates.
Fixed CO <sub>2</sub> fire-extinguishing systems. MSC.1/Circ.1318/Rev.1.	Monthly	General visual inspection of the overall system condition for obvious signs of damage. Verification of each part, etc.	Competent crew.
	Annually	Visual inspection. Minimum level of maintenance and inspections in accordance with the system manufacturer's instructions and precautions, etc.	Competent crew.



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Equipment and Guideline	Interval	Outline of requirement	Carry out by
Fixed CO <sub>2</sub> fire-extinguishing systems. MSC.1/Circ.1318/Rev.1.	2.5- yearly	All high-pressure cylinders shall be weighed or have their contents verified. The hydrostatic test date of all storage containers shall be checked. Discharge piping and nozzles shall be tested to verify that they are not blocked, etc.	Service supplier.
	5- yearly	All activating heads shall be removed from the cylinder valves and tested. Internal inspection of all control valves shall be performed. All cable components shall be cleaned and adjusted as necessary, and the cable connectors shall be properly tightened. All releasing controls shall be verified in the proper position and connected to the correct control valves, etc.	Service supplier.
	10- yearly	Hydrostatic test.	Service supplier.
Fixed dry chemical powder systems. MSC.1/Circ.1432, as amended.	Monthly	Verify all control and section valves are in the proper open or closed position, and all pressure gauges are in the proper range, etc.	Competent crew.
	Annually	Visual inspection all components. Verify the pressure regulators are in proper order and within calibration. Agitate the dry chemical powder charge with nitrogen according to in manufacturer's instructions, etc.	Competent crew.
	2- yearly	Confirm that the pipe work and nozzles are clear of any obstructions. Operationally test local and remote controls and section valves. verify the contents of propellant gas cylinders. Testing a sample of dry chemical powder, etc.	Service supplier.
	10- yearly	Hydrostatic or non-destructive test.	Service supplier.
Fixed foam fire-extinguishing systems. MSC.1/Circ.1432, as amended.	Monthly	Verify all control and section valves are in the proper open or closed position, and all pressure gauges are in the proper range, etc.	Competent crew.
	Quarterly	Verify the proper quantity of foam concentrate is provided in the foam system storage tank, etc.	Competent crew.



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### Annex 1 (Continued)

Equipment and Guideline	Interval	Outline of requirement	Carry out by
Fixed foam fire-extinguishing systems. MSC.1/Circ.1432, as amended.	Annually	Visually inspect all accessible components. Functionally test all audible alarms Taking sample from all foam concentrates for periodical control test, etc.	Service supplier.
	5- yearly	Internal inspection of all control valves. Flush all high expansion foam system piping with fresh water, drain and purge with air. Test all foam proportioners or other foam mixing devices.	Service supplier.
Self-contained breathing apparatuses (SCBAs). MSC.1/Circ.1432, as amended.	Weekly	Examination of cylinder gauges.	Competent crew.
	Annually	Check breathing apparatus air recharging systems, if fitted, for air quality. Checking of serviceable condition, etc.	Competent crew.
	5- yearly	Hydrostatic test.	Service supplier.
Emergency escape breathing devices (EEBDs). MSC.1/Circ.1432, as amended.	Weekly	Examination of cylinder gauges.	Competent crew
	Annually	Inspections in accordance with manufacturer's instructions, etc.	Competent crew
	5- yearly	Internal examination of cylinders. Hydrostatic test.	Service supplier.
Water mist, water spray and sprinkler systems. MSC.1/Circ.1432, as amended. MSC.1/Circ.1516.	Weekly	Visual inspection. Verification all control panel indicators and alarms, etc.	Competent crew
	Monthly	Verification of valves and gauges. Verification sprinkler pressure tanks have correct levels of water. Test automatic starting arrangements on all system pumps, etc.	Competent crew
	Quarterly	Assess system water quality against the manufacturer's water quality guidelines.	Competent crew
	Annually	Verification proper operation of all water mist, water-spray and sprinkler systems. Visual inspection all accessible components and cylinders. Functionally test all fixed system audible and visual alarms. Test automatic sprinklers and automatic water mist nozzles, etc.	Competent crew
	5- yearly	Internal examination of all control/section valves. Internal examination of water pressure cylinders, etc.	Competent crew
	10- yearly	Hydrostatic test.	Service supplier.



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### Annex 2

#### Forms for the statutory certification of ships under the HSSC

The forms (documented information) that the attending Surveyor and the Marine Division shall use to facilitate the survey, to document the results of said survey and for the statutory certification of the ship, according to its type, are the following:

1. **Passenger Ship Safety Certificate (PSSC).**

- .1 PSSC Interim and Full-Term.
- .2 Record of Equipment for the PSSC (Form P).
- .3 Record of Approved (Passenger ship).
- .4 Survey Report for PSSC.

2. **International Load Lines Certificate (ILL).**

- .1 ILL Interim and Full-Term.
- .2 Record of Conditions of Assignment.
- .3 Survey Report for ILL.

3. **Cargo Ship Safety Construction Certificate (CSSC).**

- .1 CSSC Interim and Full-Term.
- .2 Survey Report for CSSC.
- .3 Survey Report for the inspection of the outside of the ship's bottom.

4. **Cargo Ship Safety Equipment Certificate (CSSE).**

- .1 CSSE Interim and Full-Term.
- .2 Record of Equipment for Cargo Ship Safety (Form E).
- .3 Record of Approved for CSSE.
- .4 Survey Report for CSSE.

5. **Cargo Ship Safety Radio Certificate (CSSR).**

- .1 CSSR Interim and Full-Term.
- .2 Record of Equipment for Cargo Ship Safety Radio (Form R).
- .3 Record of Approved for GMDSS radio installation.
- .4 Survey Report for CSSR.

6. **International Oil Pollution Prevention Certificate (IOPP).**

- .1 IOPP Interim and Full-Term.
- .2 Record of Construction and Equipment for Ships other than Oil Tankers (Form A).
- .3 Record of Construction and Equipment for Oil Tankers (Form B).
- .4 Survey Report for IOPP.

7. **International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS).**

- .1 NLS Interim and Full-Term.
- .2 Record of Construction for Ships Carrying Dangerous Chemical in Bulk-Including MARPOL Annex II (NLS).
- .3 Chemical Tankers Survey Report-Including MARPOL Annex II (NLS).



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### Annex 2 (Continued)

**8. International Sewage Pollution Prevention Certificate (ISPP).**

- .1 ISPP Interim and Full-Term.
- .2 Survey Report for ISPP.

**9. International Air Pollution Prevention Certificate (IAPP).**

- .1 IAPP Interim and Full-Term.
- .2 Supplement to IAPP (Record of Construction and Equipment).
- .3 Survey Report for IAPP.
- .4 IEE Interim and Full-Term.
- .5 Supplement to IEE (Record of Construction relating to energy efficiency).
- .6 EIAPP Interim and Full-Term.
- .7 Supplement to EIAPP.

**10. International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (IBC Code).**

- .1 IBC Code Interim and Full-Term.
- .2 Record of Construction for Ships Carrying Dangerous Chemical in Bulk.
- .3 Chemical Tankers Survey Report-Including MARPOL Annex II (NLS).

**11. International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (IGC Code).**

- .1 IGC Code Interim and Full-Term.
- .2 Gas Carriers Survey Report.

**12. International Ballast Water Management Certificate (IBWMC).**

- .1 IBWMC or BWMC-SOC Interim and Full-Term.
- .2 Survey Report for IBWMC.

**13. Certificates of Approvals.**

- .1 Loading Manual Approval.
- .2 Cargo Securing Manual.
- .3 Damage Control Plan.
- .4 Fire Control Plan.
- .5 Stability Booklet Approval.
- .6 Shipboard Oil Pollution Emergency Plan (SOPEP).
- .7 Shipboard Marine Pollution Emergency Plan (SMPEP).
- .8 Ship Management Plan to improve energy efficiency and carbon intensity ( SEEMP Part I).
- .9 Data Collection Plan (SEEMP Part II).
- .10 Ship Operational Carbon Intensity Plan (SEEMP Part III).
- .11 Ballast Water Management Plan.