

ပြည်ထောင်စုသမ္မတမြန်မာနိုင်ငံတော်အစိုးရ
ပို့ဆောင်ရေးနှင့်ဆက်သွယ်ရေးဝန်ကြီးဌာန
ရေကြောင်းပို့ဆောင်ရေးညွှန်ကြားမှုဦးစီးဌာန
ညွှန်ကြားချက်အမှတ်၊ ၃ / ၂၀၂၁

၁၃၈၂ ခုနှစ်၊ တန်ခူးလဆန်း ၁ ရက်
(၂၀၂၁ ခုနှစ်၊ ဧပြီလ ၁၂ ရက်)


ပို့ဆောင်ရေးနှင့်ဆက်သွယ်ရေးဝန်ကြီးဌာန၊ ရေကြောင်းပို့ဆောင်ရေးညွှန်ကြားမှုဦးစီးဌာန သည် မြန်မာနိုင်ငံကုန်သည်သင်္ဘောအက်ဥပဒေ ပုဒ်မ ၂၉၄-ခ ပုဒ်မခွဲ (ခ) အရ အပ်နှင်းထားသော လုပ်ပိုင်ခွင့်ကိုကျင့်သုံး၍ “တိုင်းတာစစ်ဆေးခြင်းနှင့် လက်မှတ်ထုတ်ပေးခြင်းအတွက် ဟန်ချက်ညီစနစ်ဆိုင်ရာ ညွှန်ကြားချက်” ကို ထုတ်ပြန်လိုက်သည်။

၁။ ရေကြောင်းပို့ဆောင်ရေး ညွှန်ကြားမှုဦးစီးဌာန၏ တိုင်းတာ စစ်ဆေးရေးမှူးများ၊ အသိအမှတ်ပြုအဖွဲ့အစည်းများ၊ သင်္ဘောပိုင်ရှင်များ၊ သင်္ဘောမန်နေဂျာများ၊ သင်္ဘောလုပ်ငန်းဆောင်ရွက်သူများ၊ အပြည်ပြည်ဆိုင်ရာခရီးစဉ်သွား မြန်မာသင်္ဘောများ၏ ရေယာဉ်မှူးနှင့် အရာရှိများသည် အပြည်ပြည်ဆိုင်ရာရေကြောင်းအဖွဲ့ချုပ် (IMO) ၏ ဆုံးဖြတ်ချက် အေ-၁၁၄၀ (၃၁) နှင့် ယင်း၏ပြင်ဆင်ချက် နောက်ဆက်တွဲပါ ပြဋ္ဌာန်းချက်အရ ထုတ်ပြန်ထားသည့် တိုင်းတာစစ်ဆေးခြင်းနှင့် လက်မှတ်ထုတ်ပေးခြင်းတို့အတွက် ဟန်ချက်ညီစနစ်နှင့် စပ်လျဉ်းသည့် လမ်းညွှန်ချက်များကို လိုက်နာဆောင်ရွက်ရမည်။

၂။ နောက်ဆက်တွဲပါ တိုင်းတာစစ်ဆေးခြင်းနှင့်လက်မှတ်ထုတ်ပေးခြင်းတို့အတွက် ဟန်ချက်ညီစနစ် (The Harmonized System of Survey and Certification (HSSC)) ၏ လမ်းညွှန်ချက်များသည် နိုင်ငံတော်မှ လက်မှတ်ရေးထိုးထားပြီး ၃၁-၁၂-၂၀၁၉ ရက်နေ့နှင့် ယင်းရက်နေ့မတိုင်မီ အာဏာသက်ဝင်ခဲ့သည့် အဖွဲ့ဝင်နိုင်ငံများက မဖြစ်မနေလိုက်နာရမည့် အောက်ဖော်ပြပါကွန်ဗင်းရှင်းများ၊ ပြင်ဆင်ချက်များ၊ သက်ဆိုင်ရာကုဒ်(CODE) များနှင့် အကျုံးဝင်သည်-

- (က) ၁၉၇၄ ခုနှစ်၊ ပင်လယ်ပြင်၌ အသက်အန္တရာယ် ကင်းရှင်းရေးအတွက် အပြည်ပြည်ဆိုင်ရာ ကွန်ဗင်းရှင်းနှင့် ယင်း၏နောက်ဆက်တွဲစာချုပ်၊ ၁၉၈၈ (International Convention for the Safety of Life at Sea, 1974 and its protocols, 1988 (SOLAS))၊
- (ခ) ၁၉၆၆ ခုနှစ်၊ ဝန်တင်မျဉ်းများနှင့် သက်ဆိုင်သည့် အပြည်ပြည်ဆိုင်ရာ ကွန်ဗင်းရှင်းနှင့် ယင်း၏နောက်ဆက်တွဲစာချုပ်၊ ၁၉၈၈ (International Convention on Load Lines, 1966 and its protocols, 1988 (LOAD LINES))၊

- (ဂ) ၁၉၇၃ ခုနှစ်၊ သင်္ဘောများကြောင့် ဖြစ်ပွားသော ပတ်ဝန်းကျင် ညစ်ညမ်းမှုမှ ကာကွယ်တားဆီးခြင်းနှင့် သက်ဆိုင်သည့် အပြည်ပြည်ဆိုင်ရာ ကွန်ဗင်းရှင်းနှင့် ယင်း၏ နောက်ဆက်တွဲစာချုပ်၊ ၁၉၇၈ (The International Convention for the Prevention of Pollution from Ships, 1973/78 and its protocols (MARPOL))၊
- (ဃ) တိုင်းတာစစ်ဆေးခြင်းနှင့် လက်မှတ်ထုတ်ပေးခြင်းတို့နှင့် သက်ဆိုင်သည့် မဖြစ်မနေ လိုက်နာရမည့်ကုဒ် (CODE) များ။


ဒေါက်တာကိုကိုနိုင်
ခေတ္တညွှန်ကြားရေးမှူးချုပ်

စာအမှတ်၊ ရည်န/ညွှန်ကြားချက်/ ၅၅၁(၈၁)
ရက်စွဲ၊ ၂၀၂၁ ခုနှစ်၊ ဧပြီလ ၁၂ ရက်

ဖြန့်ဝေခြင်း

မြန်မာ့ကြယ်ငါးပွင့်သင်္ဘောလုပ်ငန်းကုမ္ပဏီလီမိတက်

နိုင်ငံခြားသွားသင်္ဘောပိုင်ရှင်များအသင်း

ကမ်းရိုးတန်းသွားရေယာဉ်ပိုင်ရှင်များအသင်း

အသိအမှတ်ပြုအဖွဲ့အစည်းများ (Recognized Organizations)

ညွှန်ကြားရေးမှူးချုပ်

ပုံနှိပ်ရေးနှင့်ထုတ်ဝေရေးဦးစီးဌာန

} ပြည်ထောင်စုသမ္မတမြန်မာနိုင်ငံတော်ပြန်တမ်းအပိုင်း(၁)တွင် ထည့်သွင်းကြေညာပေးပါရန် မေတ္တာရပ်ခံချက်ဖြင့် ပေးပို့ပါသည်။

မိတ္တူကို

- ပို့ဆောင်ရေးနှင့်ဆက်သွယ်ရေးဝန်ကြီးဌာန၊
- ပြည်ထောင်စုရှေ့နေချုပ်ရုံး၊
- ရုံးလက်ခံ။

SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION (HSSC)

1.1 General

The Department of Marine Administration (DMA) is a maritime authority on behalf of Ministry of Transport and Communications (MOTC), the Republic of the Union of Myanmar which is an International Maritime Organization (IMO) member State to fulfill its flag State obligations and to regulate and maintain maritime safety and the prevention and control of marine pollution standard of the Myanmar flagged ships plying international voyage or exclusively in Myanmar waters in accordance with IMO instruments and national legislations. Myanmar has not signatory yet to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 and the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001.

The major conventions ratified by Myanmar are:

- .1 International Convention for the Safety of Life at Sea (SOLAS), 1974, as modified by the Protocol of 1988 relating thereto, as amended (SOLAS 74/88);
- .2 International Convention on Load Lines (LL), 1966, 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, as amended (MARPOL 73/78), Annexes I to V.

1.2 The Myanmar flagged ships are required to carry statutory certificates to comply with the specific codes and conventions depending on its particulars and route. The statutory certificates are also subjected to specific type of survey or surveys in accordance with the relevant conventions, codes and guidelines.

1.3 The Harmonized System of Survey and Certification (HSSC) sets standards for the periods of validity and surveys intervals for the terms of conventions and codes certificates. In so doing it aims to simplify the survey and certification process.

The harmonized system provides for:

- .1 a one-year standard interval between surveys, based on initial, annual, intermediate, periodical and renewal surveys as appropriate;
- .2 a scheme providing the necessary flexibility for the execution 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 a maximum period of validity of five years for all cargo ship certificates;
- .4 a maximum period of validity of 12 months for the Passenger Ship Safety Certificate;
- .5 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;
- .6 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;
- .7 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;
 - .2 the interval between any two such inspections shall not exceed 36 months.

1.4 In implementing the harmonized system, the following principal changes made to the survey and certification requirements of SOLAS 74/88 have been taken into account:

- .1 unscheduled inspections are no longer included and annual surveys are mandatory for cargo ships;
- .2 intervals between the periodical surveys of equipment covered by the Cargo Ship Safety Equipment Certificate are alternately two and three years instead of two years;
- .3 intermediate surveys are required for all ships under the Cargo Ship safety Construction Certificate;
- .4 inspection of the outside of the ship's bottom is required for all cargo ships;
- .5 intermediate surveys for the Cargo Ship Safety Construction Certificate are held within three months of either the second or third anniversary date;
- .6 all cargo ship certificates shall be issued for any period of validity up to and including five years; and
- .7 the extension provisions have been reduced from five months to three months to enable a ship to complete its voyage and the extension for one month for a period of grace is limited to ships engaged on short voyages.

1.5 The following principal changes made to the survey and certification requirements of LLC 66/88 have been taken into account:

- .1 the extension provisions have been reduced from five months to three months to enable a ship to complete its voyage and the extension for one month for a period of grace is limited to ships engaged on short voyages; and
- .2 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.

1.6 The following main changes made to the survey and certification requirements of the MARPOL have been taken into account:

- .1 intermediate surveys for MARPOL Certificates are held within three months of either the second or third anniversary date;
- .2 the extension provisions have been reduced from five months to three months to enable a ship to complete its voyage and the extension for one month for a period of grace is limited to ships engaged on short voyages; and
- .3 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.

2.1 Initial surveys

An initial survey is a complete inspection before a ship is put into service of all the items relating to a particular certificate, to ensure that the relevant requirements are complied with and that these items are satisfactory for the service for which the ship is intended.

2.1.1 Frequency

The initial survey, as required by the relevant regulations in conventions and codes (as described in Appendix), shall be carried out 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.

2.1.2 General

2.1.2.1 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.

2.1.2.2 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 a 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.

2.1.3 Examination of plans and designs

An application for an initial survey shall be accompanied by plans and designs as appropriate, together with:

- .1 the particulars of ship;
- .2 any exemptions sought; and
- .3 any special conditions.

2.2 Annual surveys

An annual survey is a general inspection of the items relating to the particular certificate to ensure that they have been maintained and remain satisfactory for the service for which the ship is intended.

2.2.1 Frequency

The annual survey, as required by the relevant regulations in conventions and codes (as described in Appendix), shall be carried out within three months before or after each anniversary date of the certificate.

2.2.2 General

2.2.2.1 An annual survey shall enable the Department of Marine Administration (DMA) to verify that the condition of the ship, its machinery and equipment is being maintained in accordance with the relevant requirements.

2.2.2.2 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.

2.2.3 Where an annual survey has not been carried out within the due dates, reference shall be made to revalidation of certificates.

2.3 Intermediate surveys

An intermediate survey is an inspection of specified items relevant to the particular certificate to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended.

2.3.1 Frequency

The intermediate survey, as required by the relevant regulations in conventions and codes (as described in Appendix), shall be carried out 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.

2.3.2 General

2.3.2.1 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.

2.3.2.2 When specifying items of hull and machinery for detailed examination, due account shall be taken of any continuous survey schemes that may be applied by classification societies.

2.3.2.3 Where an intermediate survey has not been carried out within the due dates, reference shall be made to Revalidation of certificates.

2.4 Periodical surveys

A periodical survey is an inspection of the items relating to the particular certificate to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended.

2.4.1 Frequency

The periodical survey, as required by the relevant regulations in conventions and codes (as described in Appendix), shall be carried out 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.

2.4.2 General

2.4.2.1 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.

2.4.2.2 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.

2.4.2.3 Where a periodical survey has not been carried out within the due dates, reference shall be made to revalidation of certificates.

2.5 Renewal surveys

A renewal survey is the same as a periodical survey but also leads to the issue of a new certificate.

2.5.1 Frequency

2.5.1.1 The renewal survey, as required by the relevant regulations in conventions, and codes (as described in Appendix), shall be carried out before the appropriate certificate is renewed.

2.5.2 General

2.5.2.1 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.

2.5.2.2 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.

2.5.2.3 Concurrent crediting to both intermediate and renewal safety construction surveys for surveys of spaces should not be acceptable.

2.6 Inspections of the outside of the ship's bottom of cargo ships

An inspection of the outside of the ship's bottom is an inspection of the underwater part of the ship and related items to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended.

2.6.1 Frequency

There shall be a minimum of two inspections of the outside of the ship's bottom during any five years period, 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. Where the Cargo Ship Safety Construction 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.

2.6.2 General

2.6.2.1 The inspection of the outside of the ship's bottom and the survey of related items (see 5.1) shall include an inspection to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended.

2.6.2.2 Inspections of the outside of the ship's bottom shall normally be carried out with the ship in a 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 paragraphs 2.2.2 of the applicable part of annexes 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.

2.6.2.3 Where an inspection of the ships bottom has not been carried out before the due dates, reference shall be made to Revalidation of certificates.

2.7 Additional Survey

An additional survey is an inspection, either general or partial according to the circumstances, to be made after a repair resulting from investigations or whenever any important repairs or renewals are made.

2.7.1 Frequency

The additional survey, as required by the relevant regulations in conventions and codes (as described in Appendix), shall be carried out:

- .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.

2.7.2 General

2.7.2.1 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 DMA, the nominated surveyor or Recognized Organization (RO) responsible for issuing the relevant certificate. DMA, 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.

2.8 Completion of surveys

- 2.8.1 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 officer of the DMA, nominated surveyor or RO shall be guided by the requirements of SOLAS 74/88, regulation I/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, the IBC Code, regulation 1.5.1.4, the IGC Code regulation 1.4.1.4 and the BCH Code, regulation 1.6.1.3. These instruments require that corrective action be taken immediately and DMA notified in due course. In cases where the corrective action has not been undertaken the relevant certificate shall be withdrawn and DMA notified immediately. If the ship is in the port of another Party, the appropriate authorities of the port State shall also be notified immediately.
- 2.8.2 Although the Polar Code does not contain specific requirements, if the ship is trading in polar waters, and a survey shows that the condition of the ship or its equipment does not correspond substantially with the particulars of the Polar Ship Certificate, or the ship is not fit to operate in polar waters without danger to the ship, or persons on board, or without presenting unreasonable threat of harm to the environment, the officer of DMA, nominated surveyor or RO shall, nevertheless, be guided by subparagraph 2.8.1. The validity of the Polar Ship Certificate does not affect the validity of other certificates.
- 2.8.3 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 officer of the DMA, nominated surveyor or RO shall, nevertheless, be guided by subparagraph 2.8.1.
- 2.8.4 If a survey shows that the condition of the ship and its equipment correspond substantially with the particulars of the certificate, and the ship is fit to proceed to sea without danger to the ship, or persons on board, and without presenting unreasonable threat of harm to the environment, but deficiencies exist that cannot be rectified at the time of survey, the following guidance should be given:
- .1 a condition should be issued, detailing any relevant requirements or conditions with assigned due date for the time needed to rectify the deficiencies, with relevant information being kept available on board; if and as required by the DMA, the relevant certificates should be issued with the appropriate expiry dates; and

- .2 DMA shall be notified, as appropriate, according to the agreement with the nominated surveyor or the recognized organization.

3.1 List of certificates required on board ship relating to harmonized system of survey and certification (some depend on type of ship)

- .1 Passenger Ship Safety Certificate, including Record of Equipment;
- .2 Cargo Ship Safety Construction Certificate;
- .3 Cargo Ship Safety Equipment Certificate, including Record of Equipment;
- .4 Cargo Ship Safety Radio Certificate, including Record of Equipment;
- .5 International Load Lines Certificate;
- .6 International Oil Pollution Prevention Certificate;
- .7 International Pollution Prevention Certificate for the 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) 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 Polar Ship Certificate;
- .13 International Ballast Water Management Certificate.

3.2 Validity of Certificates

Validity of Certificates shall be in accordance with the prescription of relevant Convention and Codes. In general, validity for Passenger Ship Safety Certificate shall be in maximum of one year and Cargo Ships Certificates shall be in maximum of five years. For certificates with above one-year validity, annual/periodical and intermediate endorsement are required to maintain the validity of the certificates.

4.1 Uniform implementation of HSSC

Existing certificates will remain valid until such time when HSSC certificates are issued or until their expiration date, whichever first occurs.

- 4.1.1 The Cargo Ship Safety Construction Certificate is to be used as the basis to implement the HSSC considering that this certificate governs the interval for the dry-docking surveys. Alignment of Certificates:

- 4.1.2 The validity date of the current Cargo Ship Safety Construction Certificate is to be used as the basis for implementing HSSC on a particular vessel.
- 4.1.3 For cargo ships, all statutory certificates are renewed with validity of 5 years at the first renewal survey of Cargo Ship Safety Construction Certificate on and after 3rd October 2019. Accordingly, all the existing certificates remain valid until renewal survey of the existing Cargo Ship Safety Construction Certificate.

4.2 When Cargo Ship Safety Construction Certificate expires first after 3rd October 2019.

- 4.2.1 The other certificates (e.g. Cargo Ship Safety Equipment, Cargo Ship Safety Radio, Load Line and/or Oil Pollution Prevention Certificates) are also to be re-issued in HSSC format at the same time the Cargo Ship Safety Construction Certificate is issued in HSSC format. The validity period of the other certificates would be adjusted to correspond with that of the HSSC Cargo Ship Safety Construction Certificate.
- 4.2.2 If the other certificates renewal surveys have been completed within 3 months of the completion of the Cargo Ship Safety Construction Certificate renewal survey, the validity period of those certificates would be adjusted to correspond with that of HSSC Cargo Ship Safety Construction Certificate.

4.3 When the other certificates expire before the Cargo Ship Safety Construction Certificate after 3rd October 2019.

- 4.3.1 When other certificates such as Cargo Ship Safety Equipment or Cargo Ship Safety Radio Certificate or Oil Pollution Prevention Certificates are to be renewed before the first Cargo Ship Safety Construction Certificate renewal survey on and after 3rd October 2019, that other certificates are to be issued using HSSC Certificates form with the validity limited to the expiry date of existing Cargo Ship Safety Construction Certificate.
- 4.3.2 In that case, the other certificates issued may have an initial validity less than 5 years and annual endorsements should start with the top line and proceed down until the certificate expires, recognizing that not all endorsement line will be signed.

5.1 Definition of related items

Reference: SOLAS 74/88, regulation I/10(b)(v)

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, as referred to in (CIn) 2.3.2 and (CIn) 2.3.3 in Annex 1 of the IMO Resolution A.1140(31), as amended may be undertaken at the same time.

5.2 Extending to five years a certificate issued for less than five years

References: SOLAS 74/88 regulation I/14(c), LLC 66/88, article 19(3), MARPOL Annex I, regulation 10.3, MARPOL Annex II regulation 10.3, MARPOL Annex IV regulation 8.3, MARPOL Annex VI regulation 9.3, IBC Code regulation 1.5.6.3, IGC Code regulation 1.4.6.3, BCH Code regulation 1.6.6.3, and Polar Code I-A/Regulation 1.3.6.

Where a certificate has been issued for a period of less than five years, it is permissible under these regulations or article to extend the certificate so that its maximum period of validity is five years provided that the pattern of surveys for a certificate with a five-year period of validity is maintained. This means that, for example, if a request is made to extend a two-year Cargo Ship Safety Equipment Certificate to five years, then a periodical and two further annual surveys, as detailed in SOLAS 74/88, regulation I/8, would be required. Also, for example, if it was intended to extend a four-year Cargo Ship Safety Construction Certificate to five years, an additional annual survey would be required, as detailed in SOLAS 74/88, regulation I/10.

Where a certificate has been so extended, it is still permissible to also extend the certificate under SOLAS 74/88 regulations I/14(e) and (f), LLC 66/88 articles 19(5) and (6), MARPOL, Annex I, regulations 10.5 and 10.6, MARPOL Annex II regulations 10.5 and 10.6, MARPOL Annex IV regulations 8.5 and 8.6, MARPOL Annex VI regulations 9.5 and 9.6, the IBC Code regulations 1.5.6.5 and 1.5.6.6, the IGC Code regulations 1.4.6.5 and 1.4.6.6, the BCH Code regulations 1.6.6.5 and 1.6.6.6, when no additional surveys would be required but, of course, the new certificate issued after the renewal survey would date from the five-year expiry of the existing certificate, in accordance with SOLAS 74/88 regulation I/14(b)(ii), LLC 66/88 article 19(2)(b), MARPOL Annex I, regulation 10.2.2, MARPOL Annex II regulation 10.2.2, MARPOL Annex VI regulation 8.2.2, MARPOL Annex VI regulation 9.2.2, the IBC Code regulation 1.5.6.6.2, the IGC Code regulation 1.4.6.2.2 and the BCH Code regulation 1.6.6.2.2 and Polar Code part I-A/regulation 1.3.6.

5.3 Extending the period between inspections of the outside of the ship's bottom

Reference: SOLAS 74/88, regulation I/10(a)(v)

This permits the period of five years in which two inspections of the ship's bottom are to be carried out to be extended when the Cargo Ship Safety Construction Certificate is extended under regulation I/14(e) and (f). However, no extension shall be permitted on the period of 36 months between any two such inspections. If the first ship's bottom inspection is carried out between 24 and 27 months then the 36-month limitation may prevent the certificate being extended by the periods permitted in regulation I/14(e) and (f).

5.4 Definition of "short voyage"

References: SOLAS 74/88 regulation I/14(f), LLC 66/88 article 19(6), MARPOL Annex I, regulation 10.6, MARPOL Annex II regulation 10.6, MARPOL Annex IV regulation 8.6, MARPOL Annex VI regulation 9.6, IBC Code regulation 1.5.6.6, IGC Code regulation 1.4.6.6, BCH Code regulation 1.6.6.6 and Polar Code part I-A/regulation 1.3.6.

For the purpose of these regulations or article, a “short voyage” means a voyage where neither the distance from the port in which the voyage begins and the final port of destination nor the return voyage exceeds 1,000 miles.

5.5 Application of “special circumstances”

References: SOLAS 74/88 regulation I/14(g), LLC 66/88 article 19(7), MARPOL Annex I, Regulation 10.7, MARPOL Annex II regulation 10.7, MARPOL Annex IV regulation 8.7, MARPOL Annex VI regulation 9.7, IBC Code regulation 1.5.6.7, IGC Code regulation 1.4.6.7, the BCH Code regulation 1.6.6.7 and Polar Code part I-A/regulation 1.3.6.

The purpose of these regulations or article is to permit Administrations to waive the requirement that a certificate issued following a renewal survey that is completed after the expiry of the existing certificate shall be dated from the expiry date of the existing certificate. The special circumstances when this could be permitted are where the ship has been laid-up or has been out of service for a considerable period because of a major repair or modification. While the renewal survey would be as extensive as if the ship had continued in service, DMA shall consider whether additional surveys or examinations are required depending on how long the ship was out of service and the measures taken to protect the hull and machinery during this period.

Where this regulation is invoked, it is reasonable to expect an examination of the outside of the ship’s bottom to be held at the same time as the renewal survey when it would not be necessary to include any special requirements for cargo ships for the continued application of SOLAS 74/88 regulation I/10(a)(v).

5.6 Revalidation of certificates

References: SOLAS 74/88 regulation I/14(i)(i), LLC 66/88 article 19(9)(c), MARPOL Annex I Regulation 10.9.1, MARPOL Annex II regulation 10.9.1, MARPOL Annex IV regulation 8.8.1, MARPOL Annex VI regulation 9.9.1, IBC Code regulation 1.5.6.9.1, IGC Code regulation 1.4.6.9.1, BCH Code regulation 1.6.6.9.1 and Polar Code part I-A/regulation 1.3.6.

A certificate ceases to be valid if the periodical, intermediate or annual survey, 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. DMA shall then ascertain why the survey was allowed to lapse and consider further action.

5.7 Meaning of “any five-year period”

Reference: SOLAS 74/88 regulation I/10(a)(v).

Any five-year period is the five-year period of validity of the Cargo Ship Safety Construction Certificate.

5.8 Surveys required after transfer of the ship to the flag of Myanmar

The certificates cease to be valid when a ship transfers to the flag of Myanmar and it is required that DMA shall not issue new certificates until it is fully satisfied that the ship is being properly maintained and that there have been no unauthorized changes made to the structure, machinery and equipment. When so requested, the Government of the State whose flag the ship was formally entitled to fly is obliged to forward, as soon as possible, to DMA, copies of certificates carried by the ship before the transfer and, if available, copies of the relevant survey reports and records, such as record of safety equipment and conditions of assignment for load line.

When fully satisfied by an inspection that the ship is being properly maintained and that there have been no unauthorized changes, in order to maintain the harmonization of the surveys, DMA may give due recognition to initial and subsequent surveys carried out by, or on behalf of, the former Administration and issue new certificates having the same expiry date as the certificates that ceased to be valid because of the change of flag.

5.9 Recommended conditions for extending the period of validity of a certificate

- 5.9.1 If a ship at the time when a certificate expires is not in a port in which it is to be surveyed, DMA 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.

- 5.9.2 If a ship is in a port where the required survey cannot be completed, and where the Convention allows DMA to extend the certificate when it is proper and reasonable to do so, DMA shall be guided by the following:

5.9.2.1 an additional survey, equivalent to at least the same scope of an annual survey required by the relevant certificate(s) shall be carried out;

5.9.2.2 the renewal survey shall be carried out to the maximum extent possible;

5.9.2.3 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;

5.9.2.4 in cases where an underwater inspection is not possible (e.g., poor water visibility, draft 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;

- 5.9.2.5 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;
- 5.9.2.6 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);
- 5.9.2.7 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
- 5.9.2.8 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 recognized classification society.

5.10 Inspection of the outside of the passenger ship's bottom

- 5.10.1 A minimum of two of the inspections of the outside of the ship's bottom during any five-year period shall be conducted in dry-dock. In all cases, the maximum interval between any two dry-dock bottom inspections shall not exceed 36 months.

Note: The definition of "any five-year period" is the five-year period of validity of the International Load Line Certificate.

- 5.10.2 Inspections of the ship's bottom required for the renewal survey that are not conducted in dry-dock may be carried out with the ship afloat. The bottom inspection, regardless of method, shall be carried out within the allowable time window for the Passenger Ship Safety Certificate renewal survey (i.e., within the 3 months-time windows before the expiry date of the certificate). Additionally, inspections of the outside of the ship's bottom conducted afloat shall only be carried out when the conditions are satisfactory and the proper equipment and suitably qualified staff is available. Rudder bearing clearances specified in (PR) 5.2.2.1 in Annex 1 of the IMO Resolution A.1140(31), as amended need not be taken at the afloat inspections.
- 5.10.3 Special consideration shall be given to ships 15 years of age or over before being permitted to credit inspections afloat.
- 5.10.4 If a survey in dry-dock is not completed within the maximum intervals referred to above, the Passenger Ship Safety Certificate shall cease to be valid until the survey in dry-dock is completed.

5.11 Survey of radio installations

The survey of the radio installation, including those used in life-saving appliances, shall always be carried out by a qualified radio surveyor who has necessary knowledge of the requirements of the SOLAS 74, the International Telecommunication Union's Radio

Regulations and the associated performance standards for radio equipment. The radio survey shall be carried out using suitable test equipment capable of performing all the relevant measurements required by Survey Guidelines under the Harmonized System of Survey and Certification (HSSC) in accordance with the IMO Resolution A.1140 (31) and as amended. On satisfactory completion of the survey, the radio surveyor shall forward a report of the survey, which shall also state the organization he or she represents, to the authorities responsible for the issue of the ship's Cargo Ship Safety Radio Certificate or Passenger Ship Safety Certificate.

5.12 Survey of the automatic identification system (AIS)

The survey of the automatic identification system shall always be carried out by a qualified radio surveyor who has necessary knowledge of the requirements of the SOLAS 74, the International Telecommunication Union's Radio Regulations and the associated performance standards for radio equipment. The survey of the automatic identification system shall be carried out using suitable test equipment capable of performing all the relevant measurements required by and in accordance with the Guidelines on annual testing of the automatic identification system (AIS) (MSC.1/Circ.1252).

5.13 Surveys for ships intended to operate in polar waters

5.13.1 In accordance with SOLAS 74/88 regulations XIV/2.1 and 3.1, MARPOL Annex I regulation 47, MARPOL Annex II regulation 22, MARPOL Annex IV regulation 18 and MARPOL Annex V regulation 14, the Polar Code is a standalone instrument, providing requirements additional to SOLAS 74/88 and MARPOL for ships intended to operate in polar waters. The requirements of the Polar Code shall be surveyed in the context of the surveys under SOLAS 74/88 and MARPOL, but do not form separate survey types.

5.13.2 For MARPOL Annexes I and II, compliance with the Polar Code shall be indicated on the International Oil Pollution Prevention Certificate and, where applicable, the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk. For SOLAS 74/88, the Polar Ship Certificate shall be issued (Polar Code, paragraph 1.3) and endorsed for compliance with the Polar Code. The Polar Ship Certificate shall be perceived as a certificate additional to SOLAS certificates for ships intended to operate in polar waters, and the validities of other certificates are not affected by it when a ship stays outside of polar areas.

5.13.3 Although there is no dedicated type of survey associated with the Polar Ship Certificate, the following types of survey are applicable in the Survey Guidelines in Annex 5 of the IMO Resolution A.1140(31), as amended and contain survey items specific to the Polar Ship Certificate:

- .1 the initial survey would confirm the survey scopes of the items related to part I-A of the Polar Code with respect to the initial surveys of safety construction, safety

equipment and safety radio of cargo ships or the initial survey of the Passenger Ship Safety Certificate;

- .2 the annual survey would confirm the survey scopes of the items related to part I-A of the Polar Code with respect to the periodical safety radio survey and the annual safety construction and safety equipment surveys of cargo ships;
- .3 the intermediate survey would confirm the survey scopes of the items related to part I-A of the Polar Code with respect to the intermediate safety construction survey of cargo ships;
- .4 the periodical survey (second or third year of its validity) would confirm the survey scopes of the items related to part I-A of the Polar Code with respect to the periodical safety equipment survey of cargo ships; and
- .5 the renewal survey would confirm the survey scopes of the items related to Part I-A of the Polar Code with respect to the renewal surveys of safety construction, safety equipment and safety radio of cargo ships or the renewal survey of the Passenger Ship Safety Certificate.

5.13.4 For a Polar Ship Certificate issued to a cargo ship, the endorsements of the certificate for annual survey, intermediate survey and periodical survey would confirm the satisfactory completion of the survey scopes as stated respectively in subparagraphs 5.13.3.2 to 5.13.3.4.

5.13.5 For a Polar Ship Certificate issued to a passenger ship, only the endorsements in accordance with SOLAS 74/88 regulations I/14(d) and I/14(e) or I/14(f) are applicable.

5.13.6 After the relevant surveys under the related SOLAS certificates together with the survey items relevant to the Polar Code are carried out, the relevant SOLAS certificates shall then be endorsed prior to the Polar Ship Certificate being issued/endorsed.

5.13.7 In the event that the Polar Ship Certificate has ceased to be valid or has expired for a period of time and other certificates remain valid, DMA require, as deemed appropriate, a survey which addresses only the survey items additional to the survey items under the related SOLAS certificates for reinstating the validity of the Polar Ship Certificate. The duration of the related SOLAS certificates shall remain unchanged.

Each Type of Survey with their Relevant Regulation in Conventions and Codes

Initial surveys (I)

SOLAS 74/88	regulations I/7(a)(i) and 7(b)(i) regulations I/8(a)(i) and 8(b)(i) regulations I/9(a)(i) and 9(b)(i) regulations I/10(a)(i) and 10(b)(i)
LLC 66/88	article 14(1)(a)
MARPOL	Annex I regulation 6.1.1 Annex II regulation 8.1.1 Annex IV regulation 4.1.1 Annex VI regulation 5.1.1
BWM Convention	regulation E-1.1.1
IBC Code	regulation 1.5.2.1.1
IGC Code	regulation 1.4.2.1
BCH Code	regulation 1.6.2.1.1

Periodical surveys (P)

SOLAS 74/88	regulations I/8(a)(iii) and 8(b)(ii) regulations I/9(a)(iii) and 9(b)(iii)
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Renewal surveys (R)

SOLAS 74/88	regulations I/7(a)(ii) and 7(b)(ii) regulations I/8(a)(ii) and 8(b)(ii) regulations I/9(a)(ii) and 9(b)(ii) regulations I/10(a)(ii) and 10(b)(ii)
LLC 66/88	article 14(1)(b)
MARPOL	Annex I regulation 6.1.2 Annex II regulation 8.1.2

	Annex IV regulation 4.1.2 Annex VI regulation 5.1.2
BWM Convention	regulation E-1.1.2
IBC Code	regulation 1.5.2.1.2
IGC Code	regulation 1.4.2.2
BCH Code	regulation 1.6.2.1.2
Intermediate surveys (In)	
SOLAS 74/88	regulations I/10(a)(iii) and 10(b)(iii)
MARPOL	Annex I regulation 6.1.3 Annex II regulation 8.1.3 Annex VI regulation 5.1.3
BWM Convention	regulation E-1.1.3
IBC Code	regulation 1.5.2.1.3
IGC Code	regulation 1.4.2.3
BCH Code	regulation 1.6.2.1.3
Annual surveys (A)	
SOLAS 74/88	regulations I/8(a)(iv), 8(b)(iii), and 10(a)(iv) and 10(b)(iv)
LLC 66/88	article 14(1)(c)
MARPOL	Annex I regulation 6.1.4 Annex II regulation 8.1.4 Annex VI regulation 5.1.4
BWM Convention	regulation E-1.1.4
IBC Code	regulation 1.5.2.1.4

IGC Code regulation 1.4.2.4

BCH Code regulation 1.6.2.1.4

Inspection of the outside of the ship's bottom (B)

SOLAS 74/88 regulations I/10(a)(v) and 10(b)(v)

Additional surveys (Ad)

SOLAS 74/88 regulations I/7(a)(iii) and 7(b)(iii)
regulation I/8(a)(v)
regulation I/9(a)(iv)
regulation I/10(a)(iv)

MARPOL Annex I regulation 6.1.5
Annex II regulation 8.1.5
Annex IV regulation 4.1.3
Annex VI regulation 5.1.5

BWM Convention regulation E-1.1.5

IBC Code regulation 1.5.2.1.5

IGC Code regulation 1.4.2.5

BCH Code regulation 1.6.2.1.5

THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION

SOLAS 74/88

Certificate	Survey Requirement	Survey due date	Duration and Validity
Passenger Ship Safety Certificate (PSSC)	Initial survey before ship put into service		12 months
	Renewal Survey once every 12 months.	before expiry of existing certificate	
Cargo Ship Safety Construction Certificate (CSSCC)	Initial survey before ship put into service including an inspection of the outside of the ship's bottom		5 years
	Annual survey	3 months before or 3 months after of the anniversary date of the certificate	
	Intermediate survey	3 months before or 3 months after the second or third anniversary date of the certificate	
	Renewal survey	before expiry of existing certificate	
	An inspection of the outside of the ship's bottom	Minimum of 2 inspections of the outside of ship's bottom during the 5 years period of the validity of the certificate. The interval between 2 inspection shall not exceed 36 months	

Cargo Ship Safety Equipment Certificate (CSSEC)	Initial survey before ship put into service		5 years
	Annual survey	3 months before or 3 months after of the anniversary date of the certificate	
	Periodical survey	3 months before or 3 months after the second or third anniversary date of the certificate	
	Renewal Survey	before expiry of existing certificate	
Cargo Ship Safety Radio Certificate (CSSRC)	Initial survey before ship put into service		5 years
	Periodical survey	3 months before or 3 months after of each anniversary date of the certificate	
	Renewal survey	before expiry of existing certificate	
International Certificate of Fitness for carriage of Dangerous Chemical in Bulk (IBC/BCH)	Initial survey before ship put into service		5 years
	Annual survey	3 months before or 3 months after of the anniversary date	
	Intermediate survey	3 months before or 3 months after the second or third anniversary date of the certificate	
	Renewal survey	before expiry of existing certificate	
International Certificate of Fitness for carriage of liquid Gases in Bulk (IGC)	Initial survey before ship put into service		5 years
	Annual survey	3 months before or 3 months after the anniversary date	
	Intermediate survey	3 months before or 3 months after the second or third anniversary date of the certificate	
	Renewal survey	before expiry of existing certificate	

Certificate	Survey Requirement	Survey due date	Duration and Validity
Polar Ship Certificate	Initial survey before ship put into service		5 years
	Annual survey	3 months before or 3 months after of the anniversary date	
	Periodical survey	3 months before or 3 months after the second or third anniversary date of the certificate	
	Intermediate survey	3 months before or 3 months after the second or third anniversary date of the certificate	
	Renewal survey	before expiry of existing certificate	

ILLC 66/88

Certificate	Survey Requirement	Survey due date	Duration and Validity
International Load Line Certificate (ILLC)	Initial survey before ship put into service		5 years
	Annual survey	3 months before or 3 months after of the anniversary date	
	Renewal survey	before expiry of existing certificate	

MARPOL 73/78

Certificate	Survey Requirement	Survey due date	Duration and Validity
International Oil Pollution Prevention Certificate (IOPPC)	Initial survey before ship put into service		5 years
	Annual survey	3 months before or 3 months after of the anniversary date	
	Intermediate survey	3 months before or 3 months after the second or third anniversary date of the certificate	
	Renewal survey	before expiry of existing certificate	
International Pollution Prevention Certificate for the carriage of Noxious liquid in Bulk (IPPC for NLS)	Initial survey before ship put into service		5 years
	Annual survey	3 months before or 3 months after of the anniversary date	
	Intermediate survey	3 months before or 3 months after the second or third anniversary date of the certificate	
	Renewal survey	before expiry of existing certificate	
International Sewage Pollution Prevention Certificate (ISPPC)	Initial survey before ship put into service		5 years
	Renewal survey	before expiry of existing certificate	
International Air Pollution Prevention Certificate (IAPPC)	Initial survey before ship put into service		5 years
	Renewal survey	before expiry of existing certificate	

BWM Convention

Certificate	Survey Requirement	Survey due date	Duration and Validity
Ballast Water Management Certificate (BWMC)	Initial survey before ship put into service		
	Annual survey	3 months before or 3 months after of the anniversary date	5 years
	Intermediate survey	3 months before or 3 months after the second or third anniversary date of the certificate	
	Renewal survey	before expiry of existing certificate	