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MEPC/Circ.479
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**GUIDELINES FOR PORT STATE CONTROL OFFICERS WHILST CHECKING
COMPLIANCE WITH THE CONDITION ASSESSMENT SCHEME (CAS)**

1 The Sub-Committee on Flag State Implementation, at its thirteenth session (7 to 11 March 2005), recognizing that amendments to Annex I of MARPOL 73/78 (amendments to regulation 13G, addition of new regulation 13H and consequential amendments to the IOPP Certificate of Annex I of MARPOL 73/78), adopted by resolution MEPC.111(50), would enter into force on 5 April 2005, prepared draft guidelines for port State control officers whilst checking compliance with CAS.

2 The Marine Environment Protection Committee at its fifty-third session (18 to 22 July 2005), approved the Guidelines (MEPC 53/24, paragraph 10.29), the text of which is contained in the annex.

3 Parties to MARPOL 73/78 are invited to bring the Guidelines to the attention of their port State control officers in order to facilitate harmonized actions by individual Parties when checking CAS compliance.

ANNEX

GUIDELINES FOR PORT STATE CONTROL OFFICERS WHILST CHECKING COMPLIANCE WITH THE CONDITION ASSESSMENT SCHEME (CAS)

General

1 The port State control officer (PSCO) should be aware that the requirements of CAS apply to single-hull oil tankers as follows:

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

Determination of CAS applicability

2 In order to determine whether the CAS requirements apply to a particular oil tanker, the PSCO should check Form B of the Supplement to the International Oil Pollution Prevention Certificate and, based on information contained therein, determine if the oil tanker complies with regulation 13F or 13G(1)(c). CAS is not required if:

- .1 the oil tanker complies with either regulation; or
- .2 the oil tanker is less than 5,000 tons deadweight.

If the oil tanker complies with neither regulation and it is 5,000 tons deadweight and above, then the ship's age should be determined based on the delivery date indicated in the Form B of the Supplement to the International Oil Pollution Prevention Certificate.

Determination of compliance date

3 In order to determine when CAS compliance is required for a particular oil tanker, the PSCO should note that, for oil tankers of 15 years of age or more on 5 April 2005, CAS is due by the first intermediate or renewal survey due on or after 5 April 2005. To determine when CAS is required, review the endorsement date for the intermediate survey on the SOLAS Cargo Ship Safety Certificate, or the SOLAS Safety Construction Certificate, as appropriate:

- .1 If the SOLAS certificate's endorsement date for the intermediate survey is before 5 April 2005, then CAS is due at the next renewal survey (i.e., 3 months prior to the 4th anniversary date to the expiry date).

* All references to regulations relate to MARPOL Annex I.

- .2 If the SOLAS certificate does not indicate any endorsement for the intermediate survey on 5 April 2005, then CAS is due at the next intermediate survey (i.e., 3 months prior to the 2nd anniversary date to 3 months after the 3rd anniversary date).

However, for those oil tankers which have been allowed continued operation under the provisions of regulation 13G(7), CAS is due by the first intermediate or renewal survey scheduled **prior** to the anniversary date of the ship in 2010.

4 For oil tankers of less than 15 years of age on 5 April 2005, CAS is due by the first intermediate or renewal survey carried out after 15 years of age. To determine when CAS is required review the endorsement date for the intermediate survey on the SOLAS Cargo Ship Safety Certificate or the SOLAS Safety Construction Certificate, as appropriate:

- .1 If the SOLAS certificate's endorsement date for the intermediate survey is before the oil tanker is 15 years of age, then CAS is due at the next renewal survey (i.e., 3 months prior to the 4th anniversary date to the expiry date).
- .2 If the SOLAS certificate does not indicate any endorsement for the intermediate survey by the date on which the oil tanker is 15 years of age, then CAS is due at the next intermediate survey (i.e., 3 months prior to the 2nd anniversary date to 3 months after the 3rd anniversary date).

5 For oil tankers operating under the provisions of regulation 13H(6)(a) (carriage of crude oil having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³), CAS is due by the first intermediate or renewal survey carried out after 5 April 2005.

6 The anniversary date is the day and month of each year which corresponds to the date of expiry of the above-mentioned SOLAS certificate.

7 If the CAS due date has passed, the PSCO should check for a CAS Statement of Compliance issued by the Administration or an Interim Statement of Compliance issued by the Recognized Organization.

8 In any case, it is recommended that the PSCO consult the IMO database for CAS that was developed in accordance with section 14 of CAS. The database can be accessed by Parties to MARPOL 73/78 at <http://gisis.imo.org/Members> following the procedure detailed in MEPC/Circ.436 of 24 March 2005.