

Guidance concerning requirements in IMO instruments which are left to the satisfaction of the Administration.

General Instructions to Recognized Organizations, Ship Owners, Ship Managers and Masters

Whenever this document refers to Recognized Organization (RO), it means a Classification Society which is a member of the International Association of Classification Societies (IACS) and authorized by the Maritime Authority (Transport General Authority).

This document provides general main requirements which are left “to the satisfaction of the Administration” in SOLAS, MARPOL, Load Lines, COLREGS and TONNAGE Conventions.

For Specific requirements left “to the satisfaction of the Administration” required for specific IMO requirements or specific type of ships, such cases are to be handled by a case by case basis. All application should be sent to the Maritime Authority (TGA) by RO with relevant data and documentation, including the opinion of RO.

Unless expressly provided otherwise; exemptions (dispensations, relaxations, waiving), equivalents, alternatives, deviation exceptions are to be handled on a case by case basis.

In the absence of Maritime Authority guidance, the guidance contained in IMO Resolutions and Circulars shall be considered. In the absence of IMO guidance, RO may apply IMO-supported IACS Unified Interpretations (UI). If IACS (UI) are not supported by the IMO, RO may not apply these guidelines unless the Maritime Authority (TGA) has given its explicit approval. If there are no IACS UI, RO should consult the Maritime Authority (TGA).

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S.N	IMO Requirement	Current IMO interpretations	Current IACS interpretations	Maritime Authority (TGA) Guidance
102.	<p><u>MARPOL Annex I, Reg.20.5.2</u> Notwithstanding the provisions of paragraph 4 of this regulation, in the case of a Category 2 or 3 oil tanker fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length or double hull spaces which are not used for the carriage of oil and extend to the entire cargo tank length, but which does not fulfill conditions for being exempted from the provisions of paragraph 1.3 of this regulation, the Administration may allow continued operation of such a ship beyond the date specified in paragraph 4 of this regulation provided that;</p> <ol style="list-style-type: none"> 1. The ship was in service on 1 July 2001; 2. The Administration is satisfied by verification of the official records that the ship complied with the conditions specified above. 	-----	-----	Saudi Arabia has declined continuous operation of this type of oil Tankers
103	<p><u>MARPOL Annex I, Reg.23.3</u> For combination carriers between 5.000 tones deadweight (DWT) and 200.000 m3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted to the satisfaction of the Administration, demonstrating that after accounting for its increased structural strength, the combination carrier has at least equivalent oil our flow performance to a standard double hull tanker of the same size having a OM < 0.015.</p>	MEPC.122(52) as amended by MEPC.146 (54)	-----	The Maritime Authority (TGA) accepts applicable rules of RO in line with MEPC.146(54)