

## ANNEX I – SCOPE OF AUTHORISATION

According to paragraph 3.1 of this Agreement RO is authorised to perform statutory survey services. The scope of this authorisation is listed below. Initial survey includes survey in connection with a new building and when a ship is transferring flag to the Swedish flag.

### SOLAS

The International Convention for the Safety of Life at Sea 1974 as amended.

Certificates	Ships	Initial survey	Issue of initial certificate	Periodical survey	Renewal of certificate	Remarks
Passenger Ship Safety Certificate	Passenger Ships in International Trade and Passenger Ships in traffic between main land of Sweden and Gotland	STA	STA	STA	STA	The RO is authorised to carry out bottom surveys.
Special Purpose Ship Code Certificate	Cargo ships within the limits of the Convention	STA	STA	RO	RO	To be issued in accordance with SPS Code 2008. The Special Purpose Ship Code Certificate shall be issued in addition to ships ordinary SOLAS certificates, and does not substitute any other certificates.
Cargo Ship Safety Construction Certificate	Cargo ships within the limits of the Convention	RO	RO	RO	RO	
Cargo Ship Safety Equipment Certificate	Cargo ships within the limits of the Convention	RO	RO	RO	RO	
Cargo Ship Safety Radio Certificate	Cargo ships within the limits of the Convention	RO	RO	RO	RO	

International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (IBC code)	Cargo ships within the limits of the Convention	RO	RO	RO	RO	
Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (BCH code)	Cargo ships within the limits of the Convention	RO	RO	RO	RO	
International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	Cargo ships within the limits of the Convention	RO	RO	RO	RO	
Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	Cargo ships within the limits of the Convention	RO	RO	RO	RO	
Document of compliance for carriage of dangerous goods	Cargo ships within the limits of the Convention	See remarks	See remarks	See remarks	See remarks	To be approved by RO
Cargo securing manual	Cargo ships within the limits of the Convention	See remarks	See remarks	See remarks	See remarks	To be approved by RO. Revisions of the manual are also to be approved by RO. Ref. to MSC/Circ.745
Document of authorization for the carriage of grain	All ships carrying grain within the limits of the convention	See remarks	See remarks	See remarks	See remarks	To be approved by RO. The document shall accompany or be incorporated into the Grain Loading Manual (Grain Stability Manual)
Bulk carrier booklet	All bulk carriers within the limits of the Convention	See remarks	See remarks	See remarks	See remarks	Directive 2001/96/EC of the European Parliament and of the Council of 4 December 2001 – Establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers.
Document of compliance with IMSBC-code	Cargo ships	RO	RO	RO	RO	

## MARPOL

The International Convention for the Prevention of Pollution from Ships 1973/78 as amended.

Certificates	Ships	Initial survey	Issue of initial certificate	Periodical survey	Renewal of certificate	Remarks
Annex I - International Oil Pollution Prevention Certificate (IOPP)	Cargo ships	RO	RO	RO	RO	
	Passenger ships	STA	STA	RO	RO	
Annex II - International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS)	Cargo ships	RO	RO	RO	RO	
	Passenger ships	STA	STA	RO	RO	
Prevention of pollution by garbage from ships	Cargo ships within the limits of the convention					No certificate required. The RO may, at owner's request, issue a Statement of Compliance.
Annex IV – International Sewage Pollution Prevention Certificate	All ships within the limits of the Convention	RO	RO	RO	RO	
Annex VI – International Air Pollution Prevention Certificate and International Engine Air Pollution Prevention Certificate	All ships within the limits of the Convention	RO	RO	RO	RO	

## The International Convention for the Control and Management of Ships' Ballast Water and Sediment 2004

Certificates	Ships	Initial survey	Issue of initial certificate	Periodical survey	Reissue of certificate	Remarks
Ballast Water Management	Cargo ships within the limits of the Convention	RO	RO	RO	RO	Not yet in force. The RO may, at owner's request, issue a Statement of Compliance (SoC). Type approval of equipment and principal approval by IMO of system base for issuing SoC.

### Anti-Fouling Systems on Ships

Certificates	Ships	Initial survey	Issue of initial certificate	Periodical survey	Reissue of certificate	Remarks
International Anti-Fouling System Certificate (AFSC)	All ships within the limits of the Convention	RO	RO	RO	RO	

### ICLL 1966

The International Convention on Load Lines, 1966 as amended.

Certificates	Ships	Initial survey	Issue of initial certificate	Periodical survey	Reissue of certificate	Remarks
International Load Line Certificate, 1966 (ILLC)	All ships within the limits of the Convention	RO	RO	RO	RO	

### International Code of Safety for High-Speed Craft (HSC-code)

Certificates	Ships	Initial survey	Issue of initial certificate	Periodical survey	Reissue of certificate	Remarks
International high-speed craft certificate	Cargo high speed crafts within the limits of the Convention	RO	RO	RO	RO	

### Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code)

Certificates	Ships	Initial survey	Issue of initial certificate	Periodical survey	Reissue of certificate	Remarks
Mobile Offshore Drilling Unit Safety Certificate 1979 (MODU79)	MODUs within the limits of the Convention	RO	RO	RO	RO	

Mobile Offshore Drilling Unit Safety Certificate 1989 (MODU89)	MODUs within the limits of the Convention	RO	RO	RO	RO	
Mobile Offshore Drilling Unit Safety Certificate 2009 (2009 MODU code)	MODUs within the limits of the Convention	RO	RO	RO	RO	

## **Annex II – Guidance Notes**

### **Way of Communication**

1. Within the STA a function has been established to handle the following tasks:
  - The RO agreement.
  - Audit of ROs.
  - Coordination of the STA's monitoring of the ROs.
  - The Day-to-day liaison between the STA and the ROs.
  - Handling information on TOC (Transfer of Class) and declassing (i.e. class suspension and withdrawal).
  - Interpretation of Swedish national regulations.
2. Requests concerning specific ships, for example during new building, conversion or flagging in to Swedish flag, shall be directed to the STA RO Relations. If the responsible STA ship surveyor is known to the RO, direct contact may be made.
3. Requests concerning transfer of certification from STA to RO shall always be directed to the STA RO Relations.
4. Any questions about interpretations and/or ambiguities of this agreement shall be forwarded directly to the STA RO Relations.
5. The preferred way of communication is by e-mail. The official e-mail address of the RO relations team is: [RO@transportstyrelsen.se](mailto:RO@transportstyrelsen.se).
6. To facilitate speedy answers, questions and comments should be forwarded in a common electronic format.
7. In urgent matters outside office hours an acting officer can always be reached on tel. +46 (0)771 52 00 52.

### **Interpretations, equivalents and exemptions**

8. Requests to the STA for interpretations, equivalents and exemptions must always be signed by the owner of the ship in question. The owner, a consultant, a shipyard or the RO may however write up the formal request.
9. The request must be forwarded to the RO, which shall process the request and make any necessary plan approvals, or similar, before forwarding their well-founded recommendation, including all relevant documentation, calculations and suggested conditions or similar, to the STA.
10. If the request is granted, the STA may add conditions or comments to the recommendations made by the RO.
11. Please note that requests for equivalents and exemptions must be forwarded to the following e-mail address: [RO@transportstyrelsen.se](mailto:RO@transportstyrelsen.se).

12. Please note that IMO interpretations and IACS Unified Interpretations will be accepted by the STA only if they are not in conflict with STA interpretations.

### **Issue of certificates**

13. All statutory convention certificates shall be issued "under the authority of the Government of Sweden".
14. Certificates specified in an instrument relevant to this agreement shall be issued in a format and with contents as described in the instrument.
15. According to IMO Resolution A.600(15), the ship's IMO number shall be entered on all ship certificates. All ship certificates shall be harmonised to a common anniversary date, which shall be the same as the due date of the International Load Line Certificate (ILLC).
16. The certificates shall be printed on RO certificate paper and be furnished with appropriate stamps and other means to minimize falsification.
17. All certificates shall be in the English language or in combined Swedish/English language. Names of ships, homeports and companies shall be in Swedish and the appropriate national letters shall be used, for example LULEÅ, GÄVLE or MALMÖ. The tonnage figures on all certificates shall be entered correctly according to the relevant tonnage regulations and be provided by the STA.
18. All statutory certificates shall display the "regulatory" tonnage as stated in the ship's tonnage certificates. For a vessel that has had its keel laid before 18 July 1994 this may be the 1947 tonnage (Gross Register Tonnage or GRT) according to the National Swedish Tonnage Certificate.
19. Any certificates issued by the RO in accordance with this agreement shall be handled according to the RO's administrative rules as long as they are within the limits of the instrument in question.
20. The RO shall have the right and obligation, if deemed necessary, to suspend and/or withdraw any certificate issued by the RO.
21. The Swedish Transport Agency and the owner and operator of the ship in question shall be informed immediately if any statutory or class certificates are suspended or withdrawn.

### **Issue of Non-convention certificates, Statement of compliance etc.**

22. The RO may issue any non-convention certificates or Documents of Compliance as long as it does not appear to be issued on behalf of the Swedish Transport Agency.

## Annex III

### Comments and interpretations of the Swedish Transport Agency regarding:

- **SOLAS 1974 (the International Convention for the Safety of Life at Sea) and its Protocol of 1988,**
- **Marpol 1973 (the International Convention for the Prevention of Pollution from Ships) and its Protocol of 1978, and**
- **ICLL 1966 (the International Convention on Load Lines) and its protocol of 1988.**

<b>International Convention for Safety of Life at Sea (SOLAS 1974)</b>	
as amended	
<b>Chapter II-1</b>	
<b>Construction – Structure, subdivision and stability, machinery and electrical installations</b>	
<b>Part A</b>	
<b>General</b>	
<b>Part A-1</b>	
<b>Structure of ships</b>	
<b>Reg. 3-2</b>	<b>Protective coatings of dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers</b> STA accepts corrosion prevention systems approved by a recognized classification society.
<b>Reg. 3-3</b>	<b>Safe access to tanker bows</b>
2	In accordance with guidelines for safe access to tanker bows, adopted by the Maritime Safety Committee by resolution MSC.62(67).
<b>Reg. 3-4</b>	<b>Emergency towing arrangements on tankers</b> STA accepts emergency towing arrangements approved by a recognized classification society and in accordance with guidelines developed by IMO.
<b>Reg. 3-5</b>	<b>New installation of materials containing asbestos</b> STA has specific rules regarding asbestos see The Swedish Maritime Administration's regulations and general advice on the working environment on board ships. New installation is not accepted.
<b>Reg. 3-6</b>	<b>Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers</b>
2.3	<b>Means of access to cargo and other spaces</b> STA accepts construction and materials of all means of access approved by a recognized classification society.
4.1	<b>Ship Structure Access Manual</b> STA accepts Ship Structure Access Manual approved by a recognized classification society.
<b>Reg. 3-8</b>	<b>Towing and mooring equipment</b>
3	STA accepts towing and mooring equipment approved by a recognized classification society.
<b>Part B</b>	
<b>Subdivision and stability</b>	
<b>Reg. 5</b>	<b>Intact stability information</b>
2	STA may allow the inclining test of an individual cargo ship to be dispensed with provided basic

	stability data are available from the inclining test starting from the third ship in a series based on at least two inclined ships. On condition that reliable stability information for the exempted ship can be obtained from such basic data, as required by regulation 5-1.
<b>Reg. 15</b>	<b>Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships</b>
8.5	STA accepts pipes of steel or other equivalent material approved by a recognized classification society.
<b>Reg. 16</b>	<b>Construction and initial tests of watertight doors, sidescuttles, etc.</b>
1.1	STA accepts design, materials and construction of all watertight doors, sidescuttles, gangway and cargo ports, valves, pipes, ash-chutes and rubbish-chutes approved by a recognized classification society.
<b>Reg.16-1</b>	<b>Construction and initial tests of watertight decks, trunks, etc.</b>
1	STA accepts construction and initial tests of watertight decks, trunks, etc. approved by a recognized classification society.
<b>Part C</b>	
<b>Machinery general</b>	
<b>Reg. 26</b>	<b>General</b>
2, 3 and 6	STA accepts decision and applicable rules from a recognised classification society.
<b>Reg. 27</b>	<b>Machinery</b>
5	STA permits provisions for overriding automatic shutoff devices if the device prevents unintentional use and there is a visual indication.
<b>Reg. 29</b>	<b>Steering gear</b>
1	STA accepts decision and applicable rules from a recognised classification society
2.1	All steering gear components and rudder stock shall be of sound and reliable construction. (interpretation to be developed)
2.2	Fatigue criteria shall be applied for design of piping and components, taking into account pulsating pressures due to dynamic loads.
3.3	Steering gears should be power operated when necessary, to meet the requirements of paragraph 3.2 and in any case when the rudder stock is over 120 mm diameter in way of tiller, excluding strengthening for navigation in ice. Requirements for ice class can be found in TSFS 2009:111 about Finnish and Swedish ice class and in TSFS 2009:23 about Swedish ice class in Lake Vänern.
4.3	Steering gears should be power operated when necessary, to meet the requirements of paragraph 3.2 and in any case when the rudder stock is over 120 mm diameter in way of tiller, excluding strengthening for navigation in ice. Requirements for ice class can be found in TSFS 2009:111 about Finnish and Swedish ice class and in TSFS 2009:23 about Swedish ice class in Lake Vänern.
6.2	STA accepts decision and applicable rules from a recognised classification society
6.3	Steering gears, other than of the hydraulic type can be accepted by STA under condition that the regulations 29.3 - 29.4 - 29.5 and 29.6.1 is fulfilled
17.2	For tankers of 10 000 gross tonnage and above but less than 100 000 tonnes deadweight the steering gear shall at least fulfil the requirements in resolution A.467(XII)
18	STA accepts decision and applicable rules from a recognised classification society
<b>Reg. 30</b>	<b>Additional requirements for electric and electrohydraulic steering gear</b>
4	STA may permit reduction from requirements in paragraph 3 if enough protective measure has been done.
<b>Reg. 31</b>	<b>Machinery controls</b>
2.7	STA accepts decision and applicable rules from a recognised classification society
<b>Reg. 32</b>	<b>Steam boilers and boiler feed systems</b>
1	STA may permit one safety valve fitted only, if it can ensure that the equipment provides a adequate protection against overpressure with regard to steam boilers and gas boilers output or other characteristics
<b>Reg. 35-1</b>	<b>Bilge pumping arrangements</b>
2.6	STA may permit means of drainage to be dispensed only in particular cases and only if the size and partition of the compartments does not endanger the safety of the ship.
4	STA may permit reduction from requirements if enough protective measure has been done.
<b>Reg. 36</b>	<b>Protection against noise</b>

	In order to comply with the regulation for protection against noise, regulation in TSFS 2009:119 shall to be fulfilled
<b>Part D</b> <b>Electrical installation</b>	
<b>Reg. 40</b>	<b>General</b>
2	In addition to the requirements in part D, shall production, manufacturing and maintenance of electrical installations be in accordance with the IEC 60092 and a recognised organisation rules. Appropriate steps shall be taken to ensure uniformity in the implementation and application of the provisions of this part in respect of electrical installations
<b>Reg. 41</b>	<b>Main source of electrical power and lighting system</b>
4	STA accepts decision and applicable rules from a recognised classification society
<b>Reg. 43</b>	<b>Emergency source of electrical power in cargo ships</b>
1.2	STA accepts decision and applicable rules from a recognised classification society
1.3	STA accepts decision and applicable rules from a recognised classification society
2.4	Follow the table in chapter 20 and 22 on SJÖFS 2008:81
2.6.2	Follow the table in chapter 20 and 22 on SJÖFS 2008:81
<b>Reg. 44</b>	<b>Starting arrangements for emergency generating sets</b>
1	STA accepts decision and applicable rules from a recognised classification society
2	STA accepts decision and applicable rules from a recognised classification society
<b>Reg. 45</b>	<b>Precautions against shock, fire and other hazards of electrical origin</b>
1.2	For portable electrical equipment used in confined or wet areas with particularly high risk of conductivity, apply the following: 1- The equipment must be connected to a secure power supply. 2- Exposed metal parts of equipment not intended to be live, which may become energized in the event of failure to be grounded or connected to an isolating transformer.
2	Exposed live parts having voltages to earth exceeding 50 V AC/DC is not allowed.
3.2	STA accepts decision and applicable rules from a recognised classification society
3.3	STA accepts decision and applicable rules from a recognised classification society
4.3	STA accepts decision and applicable rules from a recognised classification society
5.1	STA accepts decision and applicable rules from a recognised classification society
5.2	STA accepts decision and applicable rules from a recognised classification society
5.3	STA accepts decision and applicable rules from a recognised classification society
5.4	STA recommend IEC 60331 and IEC 60332
6.1	STA accepts decision and applicable rules from a recognised classification society
9.3	STA accepts decision and applicable rules from a recognised classification society
10	Beyond SOLAS requirements , STA requires that the installations fulfils the rules in IEC 60079
11	STA accepts decision and applicable rules from a recognised classification society
<b>PART E</b> <b>Additional requirements for periodically unattended machinery spaces</b>	
<b>Reg. 46</b>	<b>General</b>
2	Control and documentation of the certificate is essential
3	Control and documentation of the certificate is essential
<b>Reg. 47</b>	<b>Fire precautions</b> On cargo vessels with a length less than 24 meters shall combustion engines with a power of 2500 kW or more have oil mist detectors in the crankcase or monitoring of engine bearing temperature or other equivalent device.
<b>Reg. 49</b>	<b>Control of propulsion machinery from the navigation bridge</b>
5	STA accepts decision and applicable rules from a recognised classification society
<b>Reg. 51</b>	<b>Alarm Systems</b>
2	STA accepts decision and applicable rules from a recognised classification society
<b>Reg. 53</b>	<b>Special requirements for machinery, boiler and electrical installations</b>

1	These measures will provide a satisfactory safety at least equivalent to that achieved in this chapter.
2	STA may waive the requirements for SOLAS ship with a gross tonnage below 1600 if the requirement is impracticable. The requirements shall not apply to cargo ships with a length less than 24 meters.
<b>Reg. 54</b>	<b>Special consideration in respect of passenger ships</b> STA accepts decision and applicable rules from a recognised classification society
<b>Chapter II-2</b>	
<b>Construction – Fire protection, fire detection and fire extinction</b>	
<b>Part A</b>	
<b>General</b>	
<b>Reg. 1</b>	<b>Application</b>
6.2.1	Foam concentrates shall be according to MSC/ Circ.799. Recommended fire fighting media for chemicals to which neither the IBC nor BCH Codes apply can be found in MSC/ Circ. 553.
<b>Part B</b>	
<b>Prevention of fire and explosion</b>	
<b>Reg. 4</b>	<b>Probability of ignition</b>
2.1.4	<b>Limitations in the use of oils as fuel</b> STA recommends that an approved installation according to 4.2.1.4 should fulfil the requirements in 4.2.1.3.3.2-4.1.3.3.4. Reference is made to Res. A.565(14)
2.2.1	<b>Location of oil fuel systems</b> Regulations regarding illumination in service spaces on ships is regulated in Chapter 2 Section 1 and Chapter 5 Section 10 of the Ship Safety Ordinance (2003:438)
2.2.3.4	General advice from STA: The controls for remote operation of the valve for the emergency generator fuel tank and controls for remote operation of the valve for fuel tanks placed in machinery spaces does not need to be placed in separate spaces.
2.2.3.5.1	Termination of sounding pipes in machinery spaces is permitted if the requirements stated in 4.2.2.3.5.1.1-3 are met.
2.2.3.5.2	Flat glasses are permitted.
2.2.5.1	Flexible pipes shall fulfil the requirements in ISO standard 15540:1999 and ISO 15541:1999.
3	Regulations for pressure vessels are found in <i>Arbetsmiljöverkets föreskrifter (AFS 2005:2) om gasflaskor samt allmänna råd om tillämpningen av föreskrifterna</i> (Provisions of the Swedish Work Environment Authority on pressures vessels). General advice from STA: Positioning of pressure vessels on open deck should follow guidelines in MSC/Circ.1276
5.1.1	<b>Separation of cargo oil tanks</b> Recess is permitted.
5.1.4.4	Cargo oil lines placed in special ducts are permitted only if these can be cleaned and ventilated in a sufficient way. STA recommends that special duct spaces should be cleaned and ventilated as specified in section 5.3.
5.1.6	Guidelines for stern loading and unloading arrangements can be found in IBC code Chapter 3.
5.2.2	Permitted. Gas tightness test for navigational bridge external door is interpreted in MSC/Circ. 1120.
5.3.3	<b>Safety devices in venting systems</b> According to MSC.Circ.677(19),MSC/Circ.731(20), MSC/Circ.1009(21).
5.4.1	<b>Ventilation systems in cargo pump-rooms</b> STA recommends that the design of non sparking fans should follow IACS Requirement F29.
5.5.2.1	<b>Inert gas systems of chemical tankers and gas carriers</b> Can be arranged according to the FSS code or Res. A.567(14).
<b>Part C</b>	
<b>Suppression of fire</b>	
<b>Reg. 8</b>	<b>Control of smoke spread</b>
2	<b>Protection of control station outside machinery spaces</b> Separate means of air supply need not apply to control stations on, and opening onto, an open deck.
<b>Reg. 9</b>	<b>Containment of fire</b>
2.1	<b>Thermal and structural subdivision</b>

	<p>The fire insulation shall be arranged on that side where the insulation is tested in accordance with Sjöfartsverkets föreskrifter och allmänna råd (TSFS 2009:52) om marin utrustning (Swedish Maritime Administration's regulations on marine equipment) .</p> <p>STA recommends that an area which is divided by a bulkhead or deck which have different insulation standard, the most efficient insulation shall continue on that bulkhead or deck with the less effective insulation to a distance of at least 450 mm.</p>
2.2.1.5.1	Service spaces and ship stores may be located on ro-ro decks only if they are protected in accordance with applicable regulations e.g section 20.3.2.
2.2.2.2.1	<p><b>Bulkheads within a main vertical zone</b></p> <p>On new buildings this is always practically possible.</p>
2.2.3.2.2 (5)	<p><b>Fire integrity of bulkheads and decks in ships carrying more than 36 passengers</b></p> <p>The following area is added to category 5: Weather deck used for cargo with low fire risk.</p>
2.2.3.2.2 (7)	The following area is added to category 7: Diet kitchens with no open flames (is equal to pantry's that do not contain any cooking appliances).
2.2.3.2.2 (11)	The following areas is added to category 11: Weather decks used for cargo other than cargo with low fire risk. Spaces for electrical distribution plant for electrical power propulsion. Spaces containing machinery fitted with external pumps or oil pipes with a pressure exceeding 0.18N/mm <sup>2</sup> . Spaces which contain electrical equipment (e.g. switchboard) with an total power exceeding 375 kW per unit. Exemption can be made for spaces where the risk of fire spread to adjacent spaces is low, e.g. bowthruster room.
2.2.3.2.5	<p><b>Insulation values</b></p> <p>For divisions between areas of category 5 and ends of deckhouses and superstructures, the integrity requirements in table 9.1 need not be fulfilled with the permission from the Agency. For weather deck the integrity requirements in table 9.2 need not be fulfilled to a certain degree. In no case shall the requirements of category (5) of tables 9.1 or 9.2 necessitate enclosure of open spaces to be enclosed.</p>
2.2.4.2.2 (8)	<p><b>Fire integrity of bulkheads and decks in ships carrying more than 36 passengers</b></p> <p>The following area is added to category (8) cargo spaces: Weather deck used for cargo other than cargo with low fire risk.</p>
2.2.4.2.2 (10)	The following area is added to category (10) open decks: Weather deck used for cargo with low fire risk.
2.2.4.2.2 (11)	The following area is added to category (11) special category spaces and ro-ro spaces: Weather deck used for cargo other than cargo with low fire risk.
2.2.4.4	STA advises that an example of material with acceptable safety standard in doors in accordance with 9.2.2.4.4 is solid wood.
2.3.1.1.3	<p><b>Methods of protection in accommodation area on cargo ships</b></p> <p>In public spaces this area may be extended to maximum 75m<sup>2</sup>.</p>
2.3.2.4	In public spaces this area may be extended to maximum 75m <sup>2</sup> .
2.3.3.2.2 (8)	<p><b>Fire integrity of bulkheads and decks on cargo ships</b></p> <p>The following area is added to category (8) cargo spaces: Weather deck used for cargo other than cargo with low fire risk.</p>
2.3.3.2.2 (10)	The following area is added to category (10) open decks: Weather deck used for cargo with low fire risk.
2.3.3.2.2 (11)	The following area is added to category (11) special category spaces and ro-ro spaces: Weather deck used for cargo other than low fire risk.
2.3.3.4	STA advises that an example of material with acceptable safety standard in doors in accordance with 9.2.3.3.4 is solid wood.
2.4.2.4	<p><b>Fire integrity of bulkheads and decks on tankers</b></p> <p>See comment for 9.2.3.3.4 above.</p>
4.1.1.5.11	<p><b>Openings in "A" class divisions</b></p> <p>STA recommends that doors in accordance with 9.4.1.1.4.11 should have a clear opening to give a free passage of at least 75 cm.</p>
4.1.1.6	Such decks shall fulfil the requirements for integrity of class A.
4.1.1.9	STA recommends that indicators in accordance with 9.4.1.1.8 should be arranged on both sides of the division.
4.1.2.3	<p><b>Openings in "B" class divisions</b></p> <p>STA do not accept combustible materials in doors separating cabins from the individual interior sanitary spaces such as showers.</p>
4.1.2.4.1	Such decks shall fulfil the requirements for integrity of class B.

4.2.1	<b>Doors in fire-resisting divisions in cargo ships</b> STA do not accept combustible materials in doors separating cabins from the individual interior sanitary spaces such as showers.
5.1.1	<b>Protection of openings in machinery spaces boundaries</b> The requirements in 9.5.1.1 is applicable on all types of machinery spaces.
7.3.2	<b>Details of duct penetrations</b> STA recommends that the steel sheet sleeves should cover 450 mm on each side of the bulkhead unless the duct is of steel.
7.5.1.1.3	A fixed fire extinguishing system for fires within the duct shall fulfill the requirements in <i>Sjöfartsverkets föreskrifter och allmänna råd (2001:6) om installation av CO2-anläggning i köksventilation eller annat likvärdigt brandsläckningssystem</i> (Swedish Maritime Administration's regulations on Co2-systems or equivalent fire extinguishing system).
7.5.2.1.4	See comment for 9.7.5.1.1.3 above.
<b>Reg. 10</b>	<b>Fire fighting</b>
2.1.2.2.1	<b>Ready availability of water supply</b> Devices for remote start of the fire pumps shall be arranged
<b>Reg. 11</b>	<b>Structural integrity</b>
3.1	<b>Structure of aluminium alloy</b> Load bearing structures follows the interpretation in MSC/Circ 1120.
4.1	<b>Crowns and casings</b> Crowns and casings of machinery spaces of category A shall be of steel construction and shall be insulated as required by tables 9.1, 9.3, 9.5 and 9.7.
4.2	<b>Floor pating</b> Normal passageways meaning; main passageways and escape routes.
<b>Part D</b> <b>Escape</b>	
<b>Reg. 13</b>	<b>Means of escape</b>
3.1.4	<b>Means of escape from control stations, accommodation spaces and service spaces</b> STA recommends that if one of the escape ways is a porthole or a window this should have a free opening of at least 400X600 mm.
<b>Part G</b> <b>Special requirements</b>	
<b>Reg. 20</b>	<b>Protection of vehicle, special category and ro-ro spaces</b>
3.1.1	<b>Capacity of ventilation systems</b> STA advises that the design guidelines and operational recommendations for ventilation systems in ro-ro cargo spaces can be found in MSC/ Circ. 729.
3.1.3	<b>Indication of ventilation system</b> STA advises that this arrangement can be replaced by an alarm which activates in the event of a cut out or fault of the starting relay for the fan motor.
3.2.1	<b>Electrical equipment and wiring</b> STA recommends that the electrical equipment and cables in enclosed ro-ro cargo spaces, vehicle spaces and special category spaces should fulfil the requirements in SS-IEC 60079. Electrical equipment and cables should be approved for use in zone 1 and be of at least explosion group IIA and temperature class T3.
3.2.2	In case of other than special category spaces below the bulkhead deck, notwithstanding the provisions in section 20.3.2.1, above a height of 450 mm from the deck and from each platform for vehicles, if fitted, except platforms with openings of sufficient size permitting penetration of petrol gases downwards, electrical equipment of a type so enclosed and protected as to prevent the escape of sparks should be of a type approved for use in zone 2 (at least IP 55 and temperature class T3) on condition that the ventilation system is so designed and operated as to provide continuous ventilation of the cargo spaces at the rate of at least ten air changes per hour whenever vehicles are on board.
3.3	<b>Electrical equipment and wiring in exhaust ventilation ducts</b> STA recommends that the electrical equipment in section 20.3.3 should be type approved according to SS-IEC 60079 in the zone where the intake is placed. When positioned at ventilations ducts inlet guidances can be found in IEC 60092-506.
<b>Chapter III</b> <b>Life-saving appliances and arrangements</b>	

<b>Part B</b>	
<b>Requirements for ships and life-saving appliances</b>	
<b>Reg. 6</b>	<b>Communication</b>
2.1.1	<p><b>Two-way VHF radiotelephone apparatus</b></p> <p>Equipment should be marked with ships name and callsign See chapter IV reg. 6-2.5 COMSAR/Circ.32-4.12</p> <p>Should have provisions for its attachment to the clothing of the user and also be provided with a wrist or neck strap. For safety reasons, the strap should include a suitable weak link to prevent the bearer from being ensnared; MSC/149(77)</p>
2.2	<p><b>Search and rescue locating devices</b></p> <p>Equipment should be marked with ships name and callsign See chapter IV reg. 6-2.5 COMSAR/Circ.32-4.11</p>
2.2	<p><b>Search and rescue locating devices</b></p> <p>Each SART/AIS-SART which may be used in an open life-raft or open lifeboat should be fitted with an extension pole. A.809 COMSAR/Circ.32-4.11</p>
2.2	<p><b>Search and rescue locating devices</b></p> <p>The SART/AIS-SART stowed in the free-fall lifeboat should have a permanent fitted bracket on the exterior of the lifeboat &gt;1m above the sea level, for easy attachment of the SART/AIS-SART, after the lifeboat is deployed. A.809 COMSAR/Circ.32-4.11</p>
5.2	<p><b>Override function for Public address systems on passenger ships</b></p> <p>Override function shall be available from the navigation bridge and from other strategic points which can be safety centre and fire control station. PA system override shall be available where general emergency alarm can be operated in accordance to resolution A.1021(26).</p>
5.3	<p><b>Approval of public address system</b></p> <p>The public address system shall be installed according to MSC/Circ.808</p>
<b>Reg. 7</b>	<b>Personal life-saving appliances</b>
2.2	<p><b>Lifejackets</b></p> <p>Strategic other places for lifejackets are engine control room, the bridge, remote watch or workstations and remotely located survival craft in rule 31.1.4.</p>
3	<p><b>Immersion suits and anti-exposure suits</b></p> <p>Immersion suits and anti-exposure suits shall always be available according to the SOLAS regulation.</p>
<b>Reg. 10</b>	<b>Manning of survival craft and supervision</b>
4	<p><b>Persons in charge of liferafts</b></p> <p>STA accepts the persons in charge of liferafts to be practised and trained in operation of liferafts and do not have to be a deck officer or certified person if the number of persons onboard is not enough, nature of voyage and characteristics of the ship.</p>
<b>Reg. 11</b>	<b>Survival craft muster and embarkation arrangements</b>
7	<p>STA only accept embarkation ladder complying with requirements in 6.1.6 of the LSA Code.</p>
<b>Reg. 12</b>	<b>Launching stations</b>
	<p>Launching appliances for survival craft if positioned forward shall be located abaft the collision bulkhead in a sheltered position and special consideration shall be taken to the strength of the launching appliance.</p>
<b>Reg. 19</b>	<b>Emergency training and drills</b>
3.2	<p><b>Drills</b></p> <p>STA accept equivalent other arrangements.</p>
3.3.5	<p><b>Abandon ship drill</b></p> <p>STA accept that ships operating on short international voyages not to launch the lifeboats on one side if their berthing arrangements and their trading patterns do not permit launching of lifeboats on that side.</p>
5	<b>Records</b>

	Date and details of drills shall be recorded in the ships logbook. The layout of the logbook can be found in TSFS 2010:18.
<b>Reg. 20</b>	<b>Operational readiness, maintenance and inspections</b>
3.3	<b>Maintenance</b> STA accepts a shipboard planned maintenance programme as long as the requirements in regulation 36 are included.
6.2	<b>Weekly inspection</b> STA do not accept any exemptions.
8.1.1	<b>Servicing of inflatable liferafts, inflatable lifejackets, marine evacuation systems and manitenance and repair of inflated rescue boats</b> STA permit extended service interval only on unplanned special cases.
8.2	<b>Rotational deployment of marine evacuation systems</b> Each MES shall be deployed at least every 6 years.
8.3	STA permit extended service intervals if the liferafts is serviced at an approved servicing station, inspected onboard by certified personnel not exceeding 12 month, specially packed with hermetic seal and marked to indicate that it has been approved and certified for extended service.
9.1	<b>Periodic servicing of hydrostatic release units</b> STA permit extended service interval only on unplanned special cases.
<b>Section III</b> <b>Cargo ships</b>	
<b>Reg. 32</b>	<b>Personal life-saving appliances</b>
2.3	<b>Lifejackets lights</b> STA only accept lifejacket lights complying with LSA code.
3.2	<b>Immersion suits</b> STA can give exemptions on this requirement based on MSC/Circ.1046
<b>Chapter IV</b> <b>Radio communications</b>	
<b>Reg. 6</b>	<b>Radio installations</b>
2.5	Sweden interprets that SOLAS IV reg. 6-2.5 also is applicable to portable equipment, such as portable two-way radio apparatuses and search and rescue locating devices. Equipment should be marked with ships name and callsign ITU-RR art.19 and COMSAR/Circ.32-4.11/12
<b>Reg. 7</b>	<b>Radio equipment: General</b>
1.3	Sweden interprets SOLAS reg. 7-1.3 that each search and rescue locating device which may be used in an open life-raft or open lifeboat should be fitted with an extension pole. COMSAR/Circ.32-4.11
1.3.1	Sweden interprets resolution A.809 that the search and rescue locating device stowed in the free-fall lifeboat should have a permanent fitted bracket on the exterior of the lifeboat at >1m above the sea level for easy attachment of the search and rescue locating device, after the lifeboat has been deployed. COMSAR/Circ.32-4.11
2	STA accepts CE marked two-way aeronautical VHF radio equipment, complying with the performance standards COMSAR/Circ.32-4.14
<b>Reg. 13</b>	<b>Source of energy</b>
2	Sweden interprets SOLAS IV, reg. 13.2 that <ul style="list-style-type: none"> <li>• switching between mains, emergency and reserve source of energy shall be automatic. Manual switching is not permitted. COMSAR/Circ.32-7.3</li> <li>• every radio installation shall be supplied from at least two independent sources of power, where one of these power sources is the reserve source of energy.</li> </ul> For guidance, the guidelines given in COMSAR/Circ.32-7.4 & 7.5 should be used for determining the capacity and installation of the reserve source of energy.  Sweden strongly recommends indoor installation of the reserve source of energy. However Sweden accepts a reserve source installed in a battery box outdoor, if the capacity in addition to the guidelines given in COMSAR/Circ.32 comply with:

	<p>Ice class</p> <p>&lt;1A            The battery box shall normally be isolated and the capacity for the reserve source should be increased by 50%</p> <p>≥1A            The battery box shall normally be provided both with insulation and automatic heating and the capacity for the reserve source should be increased by 50%</p> <p>An outdoor battery box provided with insulation, automatic heating and a low temperature alarm is considered as an indoor installation.</p>										
5	Sweden interprets SOLAS IV 13 reg. 5 that the electrical lightning shall be connected to the reserve source of energy										
6	<p><i>Battery charger</i></p> <p>Sweden interprets SOLAS IV reg. 13-6 that the battery charger or chargers is not permitted to supply the radio installations from mains and emergency source of power, during normal conditions. COMSAR/Circ.32-7.1.</p> <p><i>Reserve source tests</i></p> <p>Capacity for the reserve source of energy shall be tested and documented annually, by either a discharge test, or a recognized test method.</p> <p>A simplified discharge test using the radio installation is permitted, if batteries are replaced within 80% of the estimated lifetime for the batteries as by the documentation of the batteries. As a rule of thumb, vented lead acid batteries may be used up to 4 years and valve regulated batteries up to 5-7 years depending on manufacturer's specification.</p> <p>NiCd batteries should be tested by a competent battery service station at least every 5 years and a test report should be available onboard</p>										
8	Sweden interprets SOLAS IV reg. 13-8 and reg. 18 that the GNSS used to supply the radio installations with uninterrupted position information, should be supplied from mains, emergency (if applicable) and reserve source of energy COMSAR/Circ.32-4.15										
<b>Reg. 15</b>	<p><b>Maintenance requirements</b></p> <p>The guidelines given in COMSAR/Circ.32 shall normally be used when installing and maintaining radio installations after Sept 2004. TSFS 2009:95 2 kap, 35§</p>										
3	Sweden interprets SOLAS IV reg. 15-3 that this includes documentation and drawings of the radio installation, according to COMSAR/Circ.32-1.3.1/1.4, TSFS 2010:178										
4	Sweden interprets SOLAS IV reg. 15-4 that ships certified for sea area A3-A4 should have suitable material or a spare antenna onboard to arrange an emergency antenna for the MF or MF/HF station to meet A.702. COMSAR/Circ.32-1.5										
	Sweden does not permit At-sea electronic maintenance										
<b>Reg. 16</b>	<p><b>Radio personnel</b></p> <p>Master and all navigating officers shall be holders of at least:</p> <table border="0"> <tr> <td>Sea Area</td> <td>Certificate</td> </tr> <tr> <td>A1</td> <td>ROC</td> </tr> <tr> <td>A1+A2</td> <td>GOC</td> </tr> <tr> <td>A1+A2+A3</td> <td>GOC</td> </tr> <tr> <td>A1+A2+A3+A4</td> <td>GOC</td> </tr> </table>	Sea Area	Certificate	A1	ROC	A1+A2	GOC	A1+A2+A3	GOC	A1+A2+A3+A4	GOC
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<b>Reg. 17</b>	<p><b>Radio records</b></p> <p>Sweden interprets SOLAS IV reg. 17 and ITU-RR App.16 that the radio station shall be provided with a log in which the following are recorded as they occur, together with the time of the occurrence:</p> <p>a) a summary of communications relating to distress, urgency and safety traffic;</p> <p>b) a reference to important service incidents</p>										
<b>Reg. 18</b>	Sweden interprets SOLAS IV reg. 13-8 and reg. 18 that the GNSS used to supply the radio installations with uninterrupted position information, should be supplied from mains, emergency (if applicable) and reserve source of energy COMSAR/Circ.32-4.15										
MSC/Circ.10	<b>EBIRB</b>										

39	Sweden interprets MSC/Circ.1039 that the EPIRB shall be programmed with MMSI number
MSC/Circ.10 40	<b>Annual test of EPIRB</b> Sweden does not require a test report from the annual test
	Performance standards A.802 A.814(19), Guidance for the avoidance of distress alerts
<b>Chapter V</b> <b>Safety of navigation</b>	
<b>Reg. 1</b>	<b>Application</b>
4	Unless otherwise specified in STA regulations TSFS 2011:2 regulations 15 - 28 shall apply to ships in Swedish territorial waters and on Swedish vessels in other areas except for - warships and naval auxiliaries - ships owned or operated by the Swedish Government and used only in non-commercial service - ships solely navigating the Great Lakes of North America and their connecting waters as far east as lower exit of the St. Lambert Lock at Montreal, Canada.
<b>Reg. 3</b>	<b>Exemptions and equivalents</b> STA may grant exemptions from these regulations if it does not conflict with international agreement or union laws.
<b>Reg. 16</b>	<b>Maintenance of equipment</b> All reasonable actions shall be taken to maintain the equipment in full working order.
<b>Reg. 17</b>	<b>Electromagnetic compatibility</b>
1	All electrical and electronic equipment on the bridge or in the vicinity of the bridge shall be tested for EMC. Electrical and electronic equipment that not are wheel marked according to EU directive 96/98/EC shall fulfill requirements in Swedish ordinance SFS 1993:1067 and the National Electric Safety Board regulation ELSÄK-FS 2007:1.
<b>Reg. 18</b>	<b>Approval, surveys and performance standards of navigational systems and equipment and voyage data recorder</b>
1	STA do not type approve equipment. All equipment installed on Swedish ships shall be type approved and wheel marked according to EU directive 96/98/EC.
4	Equipment installed prior to the adoption of performance standards is exempted from full compliance with such standards. When the systems and equipment are replaced it shall fulfill the latest standards.
5 & 6	Swedish manufacturers are quality assured, therefore STA do not audit manufacturer. Instead STA make survey and inspection of ships in accordance with article 12.2 in EU directive 96/98/EC.
<b>Reg. 19</b>	<b>Carriage requirements for shipborne navigational systems and equipment</b>
2.1.8.	A sound reception system shall be installed on ships with totally enclosed bridge. If the bridge has windows that easily can be opened, then a sound reception system is not required.
2.4.4.	Exemptions of AIS is N/A
2.7.1.	STA require a second radar which can be of a type 3 or 9 GHz.
3	"Other means" shall be type approved according to EU directive 96/98/EC.
<b>Reg. 19-1</b>	<b>Long-range identification and tracking of ships</b>
6	STA certifies that the LRIT equipment complies with the requirements after a conformance test done by test-ASP according to MSC.1/1307 together with either: SOLAS V/19-1 and MSC.263(84), SOLAS IV/14, SS-EN 60945-4 ed.4 SOLAS XI-2/6 and MSC 136(76) or MSC.147(77)
<b>Reg. 20</b>	<b>Voyage data recorders</b>
2.3.	STA may exempt cargo ships from the requirements when such ship will be taken permanently out of service within two years after implementation date.
3	STA may exempt cargo ships constructed before 1 July 2002 from VDR requirements if STA decide it is impracticable.
<b>Reg. 21</b>	<b>International Code of Signals and IAMSAR Manual</b>
1	All ships covered by radio requirements in Swedish regulation TSFS 2009:95 SOLAS IV shall carry Code of Signals. All ships of 150 gross tonnage and upwards on international voyages and ships covered by radio requirements in Swedish regulation TSFS 2009:95 SOLAS IV shall carry Volume III

	IAMSAR manual.
<b>Reg. 22</b>	<b>Navigation bridge visibility</b>
1.8.	STA require that the window shall allow a forward view of the horizon for a person with height of eye of 1 800 millimeter above the bridge deck at the conning position.
3	STA makes decisions after the application for exemption on a case by case basis.
<b>Reg. 23</b>	<b>Pilot transfer arrangements</b>
3.3.1.3.	If any constructional features such as rubbing bands, fenders etc. cause that each step of the pilot ladder cannot rest firmly against the ship's side, additional measures shall be available to ensure a safe embarkation and disembarkation for pilots. These additional measures shall be identified, tested and verified to ensure safe transfer arrangements.
6.1.	Mechanical pilot hoists shall not be used.
<b>Reg. 26</b>	<b>Steering gear: testing and drills</b>
5	STA can give exemption for steering gear test for ships with regularly voyages with short port stay and when the steering gear is not switched off. Test shall be carried out at least once every week.
<b>Reg. 28</b>	<b>Records of navigational activities and daily reporting</b>
1	Records in the ship's log-book can be replaced by electronic records provided that the records are done manually together with personal password and the electronic records cannot be amended afterwards.  Printout of the electronic records shall be done periodically with not more than one week apart. If the voyage is shorter than one week, a printout shall be done at every port stay. Printouts shall be signed by Captain.
<b>Reg. 30</b>	<b>Operational limitations</b>
2	Guidance to the form for list of operational limitations can be found in the THB (Tillsynshandboken) 1.70 "Dokument om driftbegränsningar för passagerar fartyg" under <i>Bilagan</i> .  This document shall be provided by the ship, up to date and readily available onboard to the master.

## International Convention for the Prevention of Pollution from Ships (MARPOL 1973)

as amended

### Annex I

#### Regulations for the Prevention of Pollution by Oil

##### Chapter I - General

Regulation 1	Definitions
1	Oil means....

## International Load Line Certificate

(ICLL 1966)

as amended

### Annex B

#### Annex I

##### Chapter I

<b>General</b>	
<b>Reg. 1</b>	<b>Strength and intact stability of ships</b>
(3)	Regarding stability criteria the STA applies the IS-code. The stability documentation shall fulfil Annex 9 in TSFS 2009:114 (Swedish Transport Agency's regulations regarding hull design, stability and free board). Annex 9 is available in an English draft translation.
<b>Reg. 2</b>	<b>Application</b>
(3)	STA can require additional freeboard for ships designed to carry sail.
(4)	Ships of wood or of wood on iron frames, or of other materials the use of which STA has approved, or ships whose constructional features are such as to render the application of the provisions of this regulations unreasonable or impracticable shall be assigned freeboards as determined by STA.
<b>Reg. 8</b>	<b>Details of marking</b>
	STA interpretation of permanently marked is that the ring, lines and letters, or at least the contours of those, shall be welded on to the hull or be cut/milled into the hull. For ships constructed of fibre composites, painted ring, lines and letters are accepted.
<b>Chapter II</b>	
<b>Conditions of assignment of freeboard</b>	
<b>Reg. 10</b>	<b>Information to be supplied to the master</b>
	See interpretation of Regulation 1 above.
<b>Reg. 11</b>	<b>Superstructure end bulkheads</b>
	The strength of bulkheads and end of enclosed superstructures shall fulfil the requirements of a recognised organisation. For ships who not need to be certified by the class, other alternative regulations can be accepted after approval from STA.
<b>Reg. 12</b>	<b>Doors</b>
(1)	With materials equivalent to steel, STA means all material that can permit equivalent strength as the surrounding structure and that are accepted by the classification society. Consideration also have to be taken to any requirements of fire resistance.
(2)	Through individual decision, STA may accept a door to be opened outwards.
<b>Reg. 14</b>	<b>Cargo and other hatchways</b>
(1)	Through a individual decision, STA can permit cargo and other hatchways to be constructed in accordance with regulation 15 (see TSFS 2009:114).
(2)	Exposed hatchways on decks above the superstructure deck shall be protected by weather-tight closing appliances. Other arrangements may be accepted by the STA through an individual decision. STA do not require any special coaming height for hatchways in this position.
<b>Reg. 14-1</b>	<b>Hatchway coamings</b>
(2)	Regarding acceptance of reduced coaming heights, the Swedish Transport Agency can accept these decisions to be made by the classification society under the condition that the following requirements are fulfilled: <ul style="list-style-type: none"> <li>•The hatch complies with the strength requirements given in ICLL regulation 16(2) to (5),</li> <li>• The hatch also complies with requirements of a recognised organisation with respect to strength and closing appliances.</li> <li>•The hatch is to be kept closed at sea at all times and marked accordingly when the vessel is at sea and marked accordingly.</li> </ul> <p>In addition to these requirements we would like to instruct the classification society to notify the maritime department of the Swedish Transport Agency of any acceptance made regarding reduced coaming heights on hatches onboard Swedish flagged ships.</p>
<b>Reg. 15</b>	<b>Hatchways closed by portable covers and secured weathertight by tarpaulins and battening devices.</b>
(7)	Strength and stiffness of covers made of materials other than mild steel shall be equivalent to

	those of mild steel.
(11)	Approved materials are cotton canvas no. 4, with a weight of 830 g/m <sup>2</sup> , or other material with equivalent characteristics, or other material accepted by the classification society.
<b>Reg. 16</b>	<b>Hatchways closed by weathertight covers of steel or other equivalent materials</b>
(1)	With materials equivalent to steel, STA means all material that can permit equivalent strength as the surrounding structure and that are accepted by the classification society. Consideration also have to be taken to any requirements of fire resistance.  Devices to secure and maintaining the weathertightness shall be of sufficient strength, i.e. relevant ISO-standards or regulations of a classification society.
(6)	(2009:114) Beslut tas av TS i det enskilda fallet.
<b>Reg. 17</b>	<b>Machinery space openings</b>
(4)	Arrangements according to this regulation can be decided by the classification society.(see TSFS 2009:114).
(5)	With materials equivalent to steel, STA means all material that can permit equivalent strength as the surrounding structure and that are accepted by the classification society. Consideration also have to be taken to any requirements of fire resistance.
<b>Reg. 19</b>	<b>Ventilators</b>
(1)	With materials equivalent to steel, STA means all material that can permit equivalent strength as the surrounding structure and that are accepted by the classification society. Consideration also have to be taken to any requirements of fire resistance.
(2)	With materials equivalent to steel, STA means all material that can permit equivalent strength as the surrounding structure and that are accepted by the classification society. Consideration also have to be taken to any requirements of fire resistance.
(3)	These openings do not need to be fitted with closing devices.
(4)	With materials equivalent to steel, STA means all material that can permit equivalent strength as the surrounding structure and that are accepted by the classification society. Consideration also have to be taken to any requirements of fire resistance.
<b>Reg. 20</b>	<b>Air pipes</b>
(2)	Through individual decision by STA a lower height may be accepted.
<b>Reg. 21</b>	<b>Cargo ports and other similar openings</b>
(1)	Through individual decision, STA may accept a cargo port to be opened outwards.
(2)	Through individual decision, STA may permit cargo ports and other similar openings with their lower edge below the line specified in this paragraph.
(5)	Doors in this regulation shall be in compliance with class regulation.
<b>Reg. 22</b>	<b>Scupper, inlets and discharges</b>
(6)	All pipes to which this regulation refers shall be of steel or other equivalent material accepted by the classification society. (TSFS 2009:114).
<b>Reg. 23</b>	<b>Sidescuttles, windows and skylights</b>
(1)	Approved construction is a construction that fulfils ISO 1751 for construction, ISO 1095 for the glass and ISO 5779 design load, or a construction that fulfils the requirements of a classification society.
<b>Reg.25</b>	<b>Protection of the crew</b>
(1)	The strength of deckhouses shall fulfil the requirements in regulation 1.
(2)	The height of bulwark and guard rails may be reduced through individual decision from STA if adequate protection is provided.
<b>Reg. 26</b>	<b>Special conditions of assignment for type 'A' ships</b>
(2)	With materials equivalent to steel, STA means all material that can permit equivalent strength as the surrounding structure and that are accepted by the classification society. Consideration also have to be taken to any requirements of fire resistance.
(5)	With materials equivalent to steel, STA means all material that can permit equivalent strength as the surrounding structure and that are accepted by the classification society. Consideration also have to be taken to any requirements of fire resistance.
<b>Chapter III</b>	

<b>Assigning freeboard</b>	
<b>Reg. 27</b>	<b>Types of ships</b>
Table 27.1	For ships with a length over 200 meter, STA determines the freeboard in every individual case.
(13e)	Unprotected openings are not allowed to be immersed within the range of residual stability. Watertight openings, openings fitted with weathertight appliances and side scuttles not being able to open, are however allowed to be immersed (TSFS 2009:114)
(13f)	The stability during intermediate stages of flooding shall be sufficient.
<b>Reg. 28</b>	<b>Freeboard tables</b>
Table 28.1 & 28.2	For ships with a length over 365 meters, STA determines the freeboard in every individual case.
<b>Reg. 39</b>	<b>Minimum bow height and reserve buoyancy</b>
(3)	STA can through individual decision permit alternativ solutions for ships who is constructed to meet exceptional operational requirements.
<b>Reg. 44</b>	<b>Stowage</b>
(6)	STA general advice states that the Code for carrying of timber deck cargo shall be followed.
(9)	Alternative arrangements may be used after STA individual decision.