

Appendix II  
of the  
**AGREEMENT GOVERNING THE DELEGATION OF  
STATUTORY CERTIFICATION AND SERVICES  
FOR SHIPS REGISTERED IN SWEDEN**  
between  
**THE SWEDISH TRANSPORT AGENCY**  
and  
**XXX**

Issued on 4 October 2019, enters into force on 1 November 2019 covering the:  
**ASSOCIATED INSTRUCTIONS**

### **II.1 Ordinary surveys**

The RO is authorised to perform surveys as required by conventions and other instruments as per in Appendix I to this agreement.

When an inspection is conducted, all reasonable efforts shall be made to avoid a ship being unreasonably delayed.

### **II.2 Issuance of certificates**

The RO is empowered to issue certificates as required by Conventions and other instruments as per Appendix I to this agreement, and as prescribed in IMO Resolution A.1120(30). Certificates may be issued electronically or on paper.

All statutory convention certificates shall be issued “under the authority of the Government of Sweden”

Certificates and other documents specified in an instrument relevant to this agreement shall be issued in such format and with such contents as described in the instrument.

According to IMO Resolution A.600(15), the ship’s IMO number shall be stated on all ship certificates.

Ship certificates shall be harmonized to a common anniversary date, which shall be the same as the due date of the International Load Line Certificate (ILLC), in accordance with the relevant parts of IMO Resolution A.1120(30).

The tonnage figures provided by the STA shall be entered correctly on all certificates according to the relevant tonnage regulations.

All statutory certificates shall display the “regulatory” tonnage as stated in the ship’s tonnage certificates. For a ship 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.

Paper certificates shall be printed on the RO’s certificate paper and be furnished with appropriate stamps and other means to minimize the risk of falsification. Electronic certificates shall be issued and comply with applicable requirements according to appendix III.

Where the RO has only recently been granted authorisation to issue certain statutory certificates on behalf of the STA, and the certificate has therefore been issued by the STA, the RO may endorse the existing STA certificate carried onboard at the annual, intermediate and periodical surveys. When the certificate is to be reissued, the flag certificate is to be replaced with the certificate using the RO form. If the ship owner request that a paper certificate issued by the STA shall be replaced with an electronic certificate issued by the RO, the RO shall inform the STA when this occurs.

All certificates shall be in English, except when the STA has provided templates in Swedish and English language, in which case both languages shall be used by RO. Names of ships, homeports and companies shall be in Swedish, and the appropriate orthographic characters (i.e. Åå, Ää, Öö) shall be used, for example in *Luleå*, *Gävle* and *Malmö*.

### **II.3 Corrective actions**

In connection with work carried out under authorisation in accordance with this Agreement, the RO and its employees are authorised to issue non-conformities, observations and statutory conditions, and otherwise take such action as is necessary to ensure that matters subject to survey, audit and inspections correspond substantially with the particulars of the ship's certificates or the requirements of applicable instruments. All deficiencies that are related to statutory certificates shall be notified to the STA without undue delay.

If the RO receives a complaint given by a seafarer, the RO shall submit the complaint to the STA without undue delay. If the RO, in any other way, obtains evidence that a ship does not conform to the requirements of the MLC or that there are serious deficiencies in the implementation of the measures set out in the DMLC, the RO shall submit the evidence to the STA without undue delay.

**Detainable deficiencies:**

Where the general condition of a ship, its equipment, manning or operation, or adequate working and living conditions for the seafarers, in important respects do not correspond substantially with the particulars of any of the certificates, or if its condition is found to be such that the ship is not fit to proceed to sea without danger to the ship or persons on board or presenting an unreasonable threat of harm to the marine environment or to third parties, the RO surveyor concerned shall immediately contact the STA, and provide the necessary information for the STA to make a decision in the matter. This obligation applies regardless of how such faults or defects are discovered. If the ship is in a port of another Administration, the RO shall ascertain that a report has been sent to the appropriate authorities of the port State.

Only the STA can take the decision of:

- a. Prohibiting the ship from leaving port until necessary corrective actions are taken.
- b. Withdrawal of statutory certificates.
- c. Accept measures or supplementary equipment as may be available to permit the ship to proceed to a suitable port where permanent repairs or rectifications can be effected or replacement equipment fitted.

**Minor statutory deficiencies:**

In case of minor statutory deficiencies not rectified at the time of the survey, a statutory condition shall be issued, with the details of any relevant requirements or provision and an assigned due date for the time needed for rectification. A conditional or short term certificate shall not be issued.

If minor statutory deficiencies are identified at the time of an initial or renewal survey, a full term certificate may be issued. If minor statutory deficiencies are identified at the time of an annual, intermediate, periodical, port State control survey or other non-periodical survey the existing full term certificate may be endorsed.

**II.4 Withdrawal of statutory certificates**

With regard to the scope of delegation from the STA to the RO as per Appendix I to this agreement, it is the right and the obligation of the RO to issue the relevant certificates or documents after completion of satisfactory surveys.

The RO is not entitled to withdraw statutory certificates or documents.

If corrective action as described under II.3 above is not taken and the deficiencies are not rectified, the RO shall without delay contact the STA and

provide the necessary information for the STA to assess the need to withdraw the relevant certificate or document.

## **II.5 Withdrawal and transfer of class**

If a ship's class certificate is suspended or withdrawn for reasons other than transfer of class carried out in accordance with the requirements of the class regulation, the RO shall inform the STA without undue delay.

The RO shall consult the STA to determine whether a full inspection is necessary before issuing any statutory certificates to a ship in the following cases:

- a. Where the class certificate has been suspended or withdrawn for reasons other than transfer of class carried out in accordance with the requirements of the Class Regulation.
- b. When the ship, for any reason, is changing its class (change of classification society, change of purpose and/or has undergone a major conversion etc.).

In case of transfer of class from another recognised organisation, the RO shall follow the procedures stipulated in Article 10.6 of the Class Regulation. The RO shall ensure that it has obtained all relevant information on the survey status of the ship, including structural and operational limitations and outstanding statutory condition or condition of class given by the previous recognised organisation. The structural and operational limitations of the ship shall be checked and agreed to by the RO. Outstanding recommendations given by the previous organisation, shall be followed up by the RO within the time limits given by the previous organisation. This information shall also be copied for the STA.

For ships leaving the RO, the same kind of information shall be submitted to the recipient RO on request.

The procedures above shall be followed before assignment of class to a Swedish ship, or before a non-classed Swedish ship is classed with the RO.

## **II.6 Issue of Non-Convention certificates, Statement of Compliance etc.**

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 STA.