

საქართველოს
ეკონომიკისა და მდგრადი
განვითარების სამინისტრო



MINISTRY OF ECONOMY
AND SUSTAINABLE
DEVELOPMENT OF GEORGIA

სსიპ საზღვაო ტრანსპორტის
სააგენტო

LEPL MARITIME TRANSPORT
AGENCY



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TO:SHIPOWNERS, MANAGERS, OPERATORS, MASTERS,
AND CLASSIFICATION SOCIETIES

Subject: This circular withdraws and replaces the Circular № 1/CIRC/FSI dated 15 January 2016 and Circular no № 2/CIRC/FSI dated 06 March 2017 on “Shipboard Equipment and Service Provider Approval”

This is to inform all concerned parties that MTA Circular № 1/CIRC/FSI dated 15 January 2016 and Circular no № 2/CIRC/FSI dated 06 March 2017 on “Shipboard Equipment and Service Provider Approval” has been withdrawn and replaced as follows:

Reference: MSC.1/Circ.1221, dated 11 December 2006

Resolution A.761 (18) Resolution MSC.55 (66)

European Union Council Directive 96/98/EC on Marine Equipment Directive (MED)

General Introduction

The IMO conventions often require that shipboard equipment be “to the satisfaction of the Administration” or in compliance with a specified IMO standard, specification, or guideline. Maritime Transport Agency of Georgia (MTA) takes that stand, equipment accepted by classification societies recognized by Georgia as part of the vessel classification process may usually be considered as being “to the satisfaction of the Administration”.

Any works that are related to the seaworthiness of a Georgian flagged ship (including but not limited to hull works) shall be carried out by the service provider accepted by EU recognized classification societies that are recognized by Georgia.

Lifesaving, fire detecting/extinguishing, navigation, pollution prevention, radio, and safety equipment is not always evaluated or accepted as part of the vessel classification process and some of this equipment has traditionally been approved by Administrations. Present MTA circular is intended to address the approval of above equipment in accordance with the applicable IMO conventions, specifications, requirements, and/or guidelines and the approval of service providers by MTA.

1.0 Approval of Equipment

1.1 MTA giving consideration also to the provisions of MSC.1/Circ.1221 dated 11 December 2006, will accept equipment approvals granted by another State the convention and/or MTA Recognized Organization (RO) that is a Party to the applicable convention,

provided, the approvals are fully in accordance with convention requirements and other IMO guidelines. All of the following conditions shall be satisfied:

- The equipment shall be approved in accordance the applicable IMO convention, code, specifications or other standards by a State that is a Party to the convention in question or an Organization recognized by MTA;
- The equipment shall be manufactured or assembled and tested in a facility located within the State having cognizance over the approval;
- The equipment manufacturer shall provide documentation that the product has been approved in accordance with the applicable IMO requirements and that the approval remains current;
- If required, the item in question shall be inspected, examined, and/or tested during construction by the approving authority or designated representative. The manufacturer shall provide documentation that any required production testing and/or auditing was satisfactorily conducted if the item in question does not require the attendance of the approving authority or designated representative during construction. This is necessary to provide assurance that the item was manufactured to the same standards as the approved prototype.

1.2 MTA allows its ROs to approve equipment to the applicable IMO convention, code, specification, and/or requirements on behalf of MTA.

1.3 MTA has decided to accept equipment that has been approved under the EU Marine Equipment Directive (MED) and is marked accordingly.

1.4 On a case by case basis, MTA may consider accepting of equipment which is manufactured by company not approved in accordance with the applicable IMO requirements. In this instance, the product manufacturer shall employ the services of a MTA Recognized Organization to certify product compliance with the applicable IMO convention, specifications, and requirements. When required, this shall include certification of the manufacturer's quality system during the production period (including verification of any required production testing and the performance of any mandated audits).

1.5 The equipment approval procedures for EPIRBs and satellite terminals differ from those noted above. EPIRBs shall be COSPAS SARSAT approved while satellite terminals shall be approved by INMARSAT. These endorsements, by themselves, are sufficient to demonstrate that the equipment will be acceptable to the Administrator.

2.0 Approval of Service Providers for Life rafts, Lifejackets, Marine Evacuation Systems, and Rescue Boats

2.1 MTA will accept servicing facilities that are approved by a State which is Party to the SOLAS Convention or by MTA Recognized Organization on behalf of a Party to the SOLAS Convention; provided the approvals are in compliance with the applicable IMO Resolutions A.761 (18), as amended. In lieu of the above, MTA may consider accepting approvals performed in accordance with IACS Unified Requirement Z17 in conjunction with Resolution A.761(18), as amended, on a case by case basis.

2.2 MTA does not approve service providers for other equipment unless the approval is mandated by convention requirements. It is also the MTA's policy not to require the employment of service providers when the required servicing can reasonably be performed by the crew and if the crew is deemed capable.

2.3 The repair and servicing of shipboard equipment shall be accomplished to the satisfaction of the attending surveyor before the relevant statutory certificates can be issued or endorsed.

2.4 In case a service is provided on board the ships engaged in coastal navigation the service provider shall be approved by the respective ship's classification society or by the EU recognized Classification society.

3.0 Recognized Independent Testing Laboratories

3.1 International standards may require that certain materials, equipment, or devices are manufactured, tested, marked and installed in accordance with particular international standards and certified by an independent testing laboratory recognized by the Administrator.

3.2 While the MTA does not maintain a specific list of acceptable independent testing laboratories, the following acceptance criteria have been established. To be recognized by the MTA as an independent laboratory, a laboratory shall:

- be engaged, as a regular part of its business, in performing inspections and tests that are the same as or similar to the inspections and tests required in the applicable standard;
- possess or have access to the apparatus, facilities, personnel, and calibrated instruments that are necessary to inspect and test the equipment or material under the applicable standard;
- Not be owned or controlled by:
 - (a) The manufacturer of the equipment or material to be inspected or tested under the applicable standard or any manufacturer of similar equipment or material;
 - (b) A vendor of the equipment or material to be inspected or tested under the applicable standard or a vendor of similar equipment or material; or
 - (c) A supplier of materials to the manufacturer.
- Not advertise or promote the manufacturer's equipment or material that the laboratory inspects and tests under the applicable standard.

3.3 The Independent laboratory shall be certified in accordance with ISO 17025 by an accreditation body which is a full member of the International Laboratory Accreditation Cooperation (ILAC) or LEPL "The Unified National Body of Accreditation - Accreditation Center".

Agency Director



Mamuka Akhaladze