

Amendments to “Rules for the classification of inland waterway ships and for conformity to Directive 2016/1629/EU as amended”

Effective from 15/9/2023

SECTION 1

GENERAL PRINCIPLES OF CLASSIFICATION

1 Principles of classification

1.1 Purpose of the Rules

1.1.1 These Rules give the requirements for the assignment and the maintenance of class for inland waterway ships.

Class assigned to a ship reflects the discretionary opinion of TASNEEF that the ship, for declared conditions of use and within the relevant time frame, complies with the Rules applicable at the time the service is rendered.

1.1.2 The requirements of these rules regarding fire protection, detection and extinction (hereinafter referred to as "fire protection requirements") are no longer mandatory for the purpose of classification, except where TASNEEF carries out surveys relevant to fire protection statutory requirements on behalf of the flag Administration.

In such cases, fire protection requirements are considered a matter of class and therefore compliance with these requirements is also verified by TASNEEF for classification purposes at class surveys.

1.1.3 (15/9/2023)

The rules are subdivided in the following parts:

- Part A - Classification and Surveys
- Part B - Hull and Stability
- Part C - Machinery, Systems and Fire Protection
- Part D - Materials and Welding
- Part E - Service Notations
- Part F - Additional Class Notations applicable, at the request of the Interested Parties
- Part G - Additional Requirements conformity to Directive 2016/1629/EU as amended.

Parts A to F apply for the purpose of classification.

Part G is applicable, at the request of the Interested Party, to all ships subject to Directive 2016/1629/EU as amended.

To ships which satisfy the requirements of the Part G, a statement or, if so authorized by the Flag Administration, the "Union inland navigation certificate" attesting the compliance with the Directive 2016/1629/EU as amended may be granted by TASNEEF.

Unless TASNEEF is authorized by the Administration, However said statement can not be used in lieu of the "~~Inland waterways vessel~~Union inland navigation certificate" foreseen by the Directive.

1.1.4 As an alternative to these rules, TASNEEF, upon agreement with the Interested Party and/or Administrations, may agree to apply statutory regulations for inland waterway ships, such as ADNR.

1.2 General definitions

1.2.1 (1/1/2022)

The following general definitions are used in these Rules:

- "Administration" means the Government of the State whose flag the ship is entitled to fly or the State under whose authority the ship is operating in the specific case
- "Approval" means the examination and acceptance by TASNEEF of documents, procedures or other items related to classification, verifying solely their compliance with the relevant Rule requirements, or other references where requested
- "Essential service" is intended to mean a service necessary for a ship to sail in inland waterway, be steered or manoeuvred, or undertake activities connected with its operation, and for the safety of life, as far as class is concerned
- "Inland waterway ship" is a ship designed and operated for Inland Navigation.
- "Interested Party" means a party, other than TASNEEF, having responsibility for the classification of the ship, such as the Owner of the ship and his representatives, or the Shipbuilder, or the Engine Builder, or the Supplier of parts to be tested
- "Owner" means the Registered Owner or the Disponent Owner or the Manager or any other party having the responsibility to keep the ship in worthy condition for navigation in inland water, having particular regard to the provisions relating to the maintenance of class laid down in Chapter 2
- "Survey" means an intervention by the Surveyor for assignment or maintenance of class as defined in Chapter 2, or interventions by the Surveyor within the limits of the tasks delegated by the Administrations
- "Surveyor" means technical staff acting on behalf of TASNEEF to perform tasks in relation to classification and survey duties
- "Type approval" means an approval process for verifying compliance with the Rules of a product, a group of products or a system, and considered by TASNEEF as representative of continuous production

1.3 Meaning of classification, scope and limits

1.3.1 The classification consists of:

- the development of Rules, guidance notes and other documents relevant to the ship, structure, material,

all necessary arrangements for access to spaces and structures with a view to carrying out class surveys.

Arrangements of a special nature are to be brought to the attention of TASNEEF.

3.3 Operation and maintenance of ships

3.3.1 (15/9/2023)

The classification of a ship is based on the understanding that the ship is loaded and operated in a proper manner by competent and qualified crew or operating personnel according to the loading, environmental, operating and other criteria on which classification is based.

In particular, it will be assumed that the draught of the ship in operating conditions will not exceed ~~that corresponding to the freeboard assigned or~~ the maximum approved for the classification, that the ship will be properly loaded taking into account both its stability and the stresses imposed on its structures and that cargoes will be properly stowed and suitably secured, that the speed and course of the ship are adapted to the prevailing water and weather conditions according to the normal prudent navigation skill and that the ship is operated in accordance with the applicable international and national regulations for the prevention and containment of inland waterway pollution.

3.3.2 Any document issued by TASNEEF in relation to its interventions reflects the condition of the ship as found at the time and within the scope of the survey. It is the Interested Party's responsibility to ensure proper maintenance of the ship until the next survey required by the Rules. It is the duty of the Interested Party to inform the Surveyor when he boards the ship of any events or circumstances affecting the class.

3.4 Use of measuring equipment and of service suppliers

3.4.1 General

Firms providing services on behalf of the Interested Party, such as measurements, tests and servicing of safety systems and equipment, the results of which may form the basis for the Surveyor's decisions, are subject to the acceptance of TASNEEF, as deemed necessary.

The equipment used during tests and inspections in workshops, shipyards and on board ships, the results of which may form the

basis for the Surveyor's decisions, is to be customary for the checks to be performed. Firms are to individually identify and calibrate to a recognised national or international standard each piece of such equipment.

3.4.2 Simple measuring equipment

The Surveyor may accept simple measuring equipment (e.g. rulers, tape measures, weld gauges, micrometers) without individual identification or confirmation of calibration, provided it is of standard commercial design, properly maintained and periodically compared with other similar equipment or test pieces.

3.4.3 Shipboard measuring equipment

The Surveyor may accept measuring equipment fitted on board a ship (e.g. pressure, temperature or rpm gauges and meters) and used in examination of shipboard machinery and/or equipment based either on calibration records or comparison of readings with multiple instruments.

3.4.4 Other equipment

The Surveyor may request evidence that other equipment (e.g. tensile test machines, ultrasonic thickness measurement equipment etc) is calibrated to a recognised national or international standard.

3.5 Spare parts

3.5.1 It is the Owner's responsibility to decide whether and which spare parts are to be carried on board.

3.5.2 As spare parts are outside the scope of classification, the Surveyor will not check that they are kept on board, maintained in a satisfactory condition, or suitably protected and lashed.

However, in the case of repairs or replacement, the spare parts used are to meet the requirements of the Rules as far as practicable; refer to Ch 2, Sec 2, [6.4.2].

3.6 Use of asbestos

3.6.1 (1/7/2015)

New installation of materials which contain asbestos is prohibite.

SECTION 1

ASSIGNMENT OF CLASS

1 General

1.1

1.1.1 (15/9/2023)

Class is assigned to a ship upon a survey, with the associated operations, which is held in order to verify whether it is eligible to be classed on the basis of the Rules (see Ch 1, Sec 1, [1.3.2]). This may be achieved through:

- the completion of the new building, during which a survey has been performed,
- a survey carried out according to the agreement developed by the ~~recognized~~IACS Societies when ships change class, or
- a specific admission to class survey, in cases where a ship is classed with a non-IACS~~recognized~~ Society or is not classed at all.

2 New building procedure

2.1 Ships surveyed by TASNEEF during construction

2.1.1 When a ship is surveyed by TASNEEF during construction, it is to comply with those requirements of the Rules which are in force and applicable depending on the class of the ship, taking into account the provisions of Ch 1, Sec 1, [2.2].

2.1.2 TASNEEF:

- approves the plans and documentation submitted as required by the Rules
- proceeds, if required, with the appraisal of the design of materials and equipment used in the construction of the ship and their inspection at works
- carries out surveys or obtains appropriate evidence to satisfy itself that the scantlings and construction meet the Rule requirements in relation to the approved drawings
- attends tests and trials provided for in the Rules
- assigns the construction mark \otimes ; refer to Ch 1, Sec 2, [3.2.1].

2.1.3 TASNEEF defines in specific Rules which materials and equipment used for the construction of ships built under survey are, as a rule, subject to appraisal of their design and to inspection at works, and according to which particulars.

2.1.4 As part of his interventions during the ship's construction, the Surveyor will:

- conduct an overall examination of the parts of the ship covered by the Rules
- examine the construction methods and procedures when required by the Rules
- check selected items covered by the Rule requirements
- attend tests and trials where applicable and deemed necessary.

2.1.5 Use of materials, machinery, appliances and items

As a general rule, all materials, machinery, boilers, auxiliary installations, equipment, items etc (generally referred to as "products") which are covered by the class and used or fitted on board ships surveyed by TASNEEF during construction are to be new and, where intended for essential services as defined in Ch 1, Sec 1, [1.2.1], tested by TASNEEF.

Second-hand materials, machinery, appliances and items may be used subject to the specific agreement of TASNEEF and the Owner.

The requirements for the selection of materials to be used in the construction of the various parts of a ship, the characteristics of products to be used for such parts and the checks required for their acceptance are to be as stated in Part C and Part D, as applicable, or in other Parts of the Rules or as specified on approved plans. In particular, the testing of products manufactured according to quality assurance procedures approved by TASNEEF and the approval of such procedures are governed by the requirements of Pt D, Ch 1, Sec 1, [3].

2.1.6 Defects or deficiencies and their repair

TASNEEF may, at any time, reject items found to be defective or contrary to Rule requirements or require supplementary inspections and tests and/or modifications, notwithstanding any previous certificates issued.

All repairs are subject to the preliminary agreement of TASNEEF. When the limits of tolerance for defects are specified in the Rules concerned or by the Manufacturer, they are to be taken into account for repairs.

It is incumbent upon the Interested Party to notify TASNEEF of any defects noted during the construction of the ship and/or of any item not complying with the applicable requirements or in any case unsatisfactory. Proposals regarding remedial actions intended to be adopted to eliminate such defects or unsatisfactory items are to be submitted to TASNEEF and, if accepted, carried out to the Surveyor's satisfaction.

2.1.7 Equivalence of Rule testing under certain conditions

Notwithstanding the provisions of [2.1.4], TASNEEF may, at its discretion and subject to conditions and checks deemed appropriate, accept certain materials, appliances or machinery which have not been subjected to Rule testing.

2.1.8 ~~Ships under construction: ships~~ built under supervision of ~~recognized~~ another IACS Classification Society (15/9/2023)

TASNEEF may, at its discretion and subject to conditions and checks deemed appropriate, accept the plans and documentation approved by another ~~recognized~~IACS Society, as far as classification is concerned and according to the principle of equivalence of Rules in Ch 1, Sec 1, [2.1].

2.2 Other cases

2.2.1 When the procedure adopted does not comply with that detailed in [2.1] but TASNEEF deems that it is acceptable for the assignment of class, the construction mark ● is assigned in accordance with Ch 1, Sec 2, [3.2.3].

2.3 Documentation

2.3.1 Documentation relevant to the class applied for is to be submitted for the approval of TASNEEF.

2.3.2 The design data, calculations and plans to be submitted are listed in the relevant chapters of the Rules.

TASNEEF may also call for additional information according to the specific nature of the ship to be classed.

2.3.3 The documentation submitted to TASNEEF is examined in relation to the class applied for in the request for classification.

Note 1: Should the Interested Party subsequently wish to have the class, in particular the service notation or navigation notation, granted to the ship modified, plans and drawings are generally to be re-examined.

2.3.4 A copy of the submitted plans will be returned duly stamped, with remarks related to the compliance with the rule requirements should the need arise.

2.3.5 As a rule, modifications of the approved plans regarding items covered by classification are to be submitted.

2.3.6 Design data to be submitted to the Society are to incorporate all information necessary for the assessment of the design of the ship for the purpose of assignment of class. It is the responsibility of the Interested Party to ascertain that the design data are correct, complete and compatible with the use of the ship.

2.3.7 Design calculations are to be provided, when called for, as supporting documents to the submitted plans.

2.3.8 Design data and calculations are to be adequately referenced. It is the duty of the Interested Party to ascertain that the references used are correct, complete and applicable to the design of the ship.

2.3.9 The submitted plans are to contain all necessary information for checking the compliance with the requirements of the Rules.

2.3.10 In the case of conflicting information, submitted documentation will be considered in the following order of precedence: design data, plans, design calculations.

2.3.11 It is the responsibility of the Interested Party to ascertain that drawings used for the procurement, construction and other works are in accordance with the approved plans.

3 Ships classed after construction

3.1 General

3.1.1 (15/9/2023)

When an Owner applies to TASNEEF for a ship already in service to be admitted to class, the application will be processed differently depending on whether the ship is:

- classed with a ~~recognized~~IACS Classification Society, or
- not classed with a ~~recognized~~IACS Classification Society.

3.2 Ships classed with a ~~recognized~~IACS Classification Society

3.2.1 General

In general, ships will be admitted to the TASNEEF's class upon satisfactory surveys and verification of documentation. For the extent and scope of the surveys to be carried out and the list of documentation to be submitted by the Interested Party, reference is to be made to [3.2.2] and [3.2.3] below.

3.2.2 Surveys (15/9/2023)

If the vessels as well as the special equipment and installations classed have the valid class of another ~~recognized~~IACS classification Society, and if sufficient proof has been furnished regarding the present class status, TASNEEF may dispense with parts of the examination of drawings and computations and may reduce the scope of the survey.

3.2.3 Documentation

As a rule, the documentation to be supplied is the following:

- a) Main plans:
 - General arrangement
 - Capacity plan
 - Hydrostatic curves
 - Loading manual, where required.
- b) Hull structure plans:
 - Midship section
 - Scantling plan
 - Decks
 - Shell expansion
 - Transverse bulkheads
 - Rudder and rudder stock
 - Hatch covers.

c) Machinery plans:

- Machinery arrangement
- Intermediate, thrust and screw shafts
- Propeller
- Main engines, propulsion gears and clutch systems (or Manufacturer's make, model and rating information)
- For steam turbine ships, main boilers, superheaters and economisers (or Manufacturer's make, model and rating information) and steam piping
- Bilge and ballast piping diagram
- Wiring diagram
- Steering gear system piping and arrangements and steering gear Manufacturer's make and model information
- Torsion vibration calculations, for vessels less than two years old
- Plans for flexible couplings and/or torque limiting shafting devices in the propulsion line shafting (or Manufacturer's make, model and rating information).
- Pumping arrangements at the forward and after ends, drainage of cofferdams and pump rooms and general arrangements of cargo piping in tanks and on decks, for oil tankers.

Alternative technical data may be accepted by TASNEEF in lieu of specific items of the listed documentation not available at the time of the transfer of class.

3.3 Ships not classed with a recognized IACS Classification Society

3.3.1 General

In general, will be provided a preliminary review of the documentation listed in [3.3.3] and subsequent satisfactory completion of the surveys, the extent and scope of which are given below.

3.3.2 Surveys

The extent and scope of the admission to class survey is to be not less than those required at the class renewal survey of a ship of the same age and type; in addition, all other periodical surveys are to be performed together with those inspections which are linked to specific service notations and/or additional class notations and/or special installations the ship is provided with.

3.3.3 Documentation

As a general rule, the documentation to be supplied to TASNEEF is not to be less than the following:

a) Main plans:

- General arrangement
- Capacity plan
- Loading cases, calculations of still water bending moments, and relevant documents, particulars of

loading calculator and instruction booklet as per the TASNEEF's requirements, according to the case

- Stability documents, if applicable (refer to Part B, Chapter 3).

b) Hull structure plans:

- Midship section
- Profile and deck plan
- Watertight bulkheads
- Rudder and rudder stock
- Shell expansion
- Hatch covers.

c) Machinery plans:

- Engine room general arrangement
- Diagram of fuel- (transfer, service), bilge-, ballast-, lubricating oil-, cooling-, steam- and feed-, general service and starting compressed air piping
- Diagram of fire-fighting systems
- Drawings of boilers and air receivers
- Drawings of shaft line, reduction gear and propeller
- Drawings of steering gear.

d) Electrical installation plans:

- Master plan of power distribution, lighting and emergency power circuits
- Single line diagram of networks and switchboards
- Location and arrangement of electrical equipment in hazardous areas.

Alternative technical data may be accepted by TASNEEF in lieu of specific items of the listed documentation not available at the time of the transfer of class.

3.3.4 Equivalence

Where appropriate within reasonable limits, a proven service record of satisfactory performance during a period of adequate length may be used as a criterion of equivalence. Special consideration will be given to ships of recent construction.

For installations or equipment covered by additional service and/or class notations, TASNEEF will determine the documentation to be submitted.

In addition, TASNEEF may base its judgement upon documentation such as certificates issued or accepted by the former Classification Society, if any, and statutory certificates issued by the flag Administration or by a recognised organisation on its behalf; moreover, other documents and/or plans may be specifically required to be supplied to TASNEEF in individual cases.

4 Date of initial classification

4.1 Definitions

4.1.1 Date of build

For a new building the date of build is the year and month at which the new construction survey process is completed. Where there is a substantial delay between the completion of the construction survey process and the ship commencing active service, the date of commissioning may also be specified.

SECTION 2

MAINTENANCE OF CLASS

1 General principles of surveys

1.1 Survey types

1.1.1 (1/5/2012)

Classed ships are submitted to surveys for the maintenance of class. These surveys include the class renewal survey, intermediate and ordinary survey, bottom survey (either survey in dry condition or in-water survey), tail shaft survey, boiler survey, and surveys for the maintenance of additional class notations, where applicable. Such surveys are carried out at the intervals and under the conditions laid down in this Section. In addition to the above periodical surveys, ships are to be submitted to occasional surveys whenever the circumstances so require; refer to [6].

1.1.2 The different types of periodical surveys are summarised in Tab 1. The intervals at which the periodical surveys are carried out are given in the items referred to in the second column of Tab 1. The relevant extent and scope are given in Chapter 3 and Chapter 4 for all ships and for service notations, respectively, while surveys related to additional class notations are given in Chapter 5.

Where there are no specific survey requirements for additional class notations assigned to a ship, equipment and/or arrangements related to these additional class notations are to be examined, as applicable, to the Surveyor's satisfaction at each class renewal survey for the main class.

The surveys are to be carried out in accordance with the relevant requirements in order to confirm that the hull, machinery, equipment and appliances comply with the applicable Rules and will remain in satisfactory condition based on the understanding and assumptions mentioned in Ch 1, Sec 1, [3.3].

Where the conditions for the maintenance of main class, service notations and additional class notations are not complied with, the main class and/or the service notation and/or the additional class notations as appropriate will be suspended and/or

withdrawn in accordance with the applicable Rules given in Sec 3.

Note 1: It is understood that requirements for surveys apply to those items that are obligatory according to the Rules or, even if not obligatory, are fitted on board.

1.1.3 Unless specified otherwise, any survey other than a bottom survey or a tailshaft survey may be effected by carrying out partial surveys at different times to be agreed upon with TASNEEF, provided that each partial survey is adequately extensive. The splitting of a survey into partial surveys is to be such as not to impair its effectiveness.

1.2 Change of periodicity, postponement or advance of surveys

1.2.1 TASNEEF reserves the right, after due consideration, to change the periodicity, postpone or advance surveys, taking into account particular circumstances.

1.2.2 (1/5/2012)

When a survey becomes overdue during a voyage, the following applies:

- a) In the case of a class renewal survey, TASNEEF may, under exceptional circumstances, grant an extension to allow for completion of this survey provided there is documented agreement to such an extension prior to the expiry date of the Certificate of Classification, adequate arrangements have been made for the attendance of the Surveyor at the first port of call and TASNEEF is satisfied that there is technical justification for such an extension. Such an extension will be granted only until arrival at the first port of call after the expiry date of the Certificate of Classification
- b) In the case of ordinary and intermediate surveys, no postponement is granted. Such surveys are to be completed within their prescribed windows; see [2.1.3]
- c) In the case of all other periodical surveys and recommendations, extension of class may be granted until the arrival of the ship at the port of destination.

Table 1 : List of Periodical Surveys (1/5/2012)

Type of Survey	Reference in this section	Reference to scope of survey (1)
Class renewal	[4]	Ch 3, Sec 3 and Ch 4
Ordinary	[5.2]	Ch 3, Sec 1 and Ch 4
Intermediate	[5.3]	Ch 3, Sec 2 and Ch 4
Bottom	[5.4]	Ch 3, Sec 4
Tailshaft	[5.5]	Ch 3, Sec 5
Boiler	[5.6]	Ch 3, Sec 6
(1) As applicable, according to the service notation assigned to the ship		

1.3 Extension of scope of survey

1.3.1 TASNEEF and/or its Surveyors may extend the scope of the provisions in Chapter 3 to Chapter 5, which set forth the technical requirements for surveys, whenever and so far as considered necessary, or modify them in the case of special ships or systems.

1.3.2 The extent of any survey also depends upon the condition of the ship and its equipment. Should the Surveyor have any doubt as to the maintenance or condition of the ship or its equipment, or be advised of any deficiency or damage which may affect the class, then further examination and testing may be conducted as considered necessary.

1.4 General procedure of survey

1.4.1 The general procedure of survey consists in:

- an overall examination of the parts of the ship covered by the Rule requirements
- checking selected items covered by the Rule requirements
- attending tests and trials where applicable and deemed necessary by the Surveyor.

1.4.2 TASNEEF's survey requirements cannot be considered as a substitute for specification and acceptance of repairs and maintenance, which remain the responsibility of the Owner.

1.4.3 In accordance with the provisions of Ch 1, Sec 1, [3.1.43], TASNEEF will, at the request of the Owner, apply the regulations of Administrations concerning the scope and periodicity of surveys when they differ from those laid down in Part A.

1.4.4 During the surveys, the Surveyor does not check that the spare parts are kept on board, maintained in working order and suitably protected and lashed.

1.4.5 As a general rule, all materials, machinery, boilers, auxiliary installations, equipment, items etc (generally referred to as "products") which are covered by the class and used or fitted on board ships inspected by TASNEEF during surveys after construction are to be new and, where intended for essential services as defined in Ch 1, Sec 1, [1.2.1], tested by TASNEEF.

Second-hand materials, machinery, appliances and items may be used subject to the specific agreement of TASNEEF and the Owner.

The requirements for the selection of materials to be used in the construction or repair of the various parts of existing ships, the characteristics of products to be used for such parts and the checks required for their acceptance are to be as stated in Part C and Part D, as applicable, or in other Parts of the Rules or as specified on approved plans. In particular, the testing of products manufactured according to quality assurance procedures approved by TASNEEF and the approval of such procedures are governed by the requirements of Pt D, Ch 1, Sec 1, [3].

1.5 Appointment of another Surveyor

1.5.1 In compliance with the provisions of Ch 1, Sec 1, [2.5.1], should a disagreement arise between the Owner and the

Surveyor during a survey, TASNEEF may, at the request of the Owner, designate another Surveyor.

2 Definitions and procedures related to surveys

2.1 General

2.1.1 Period of class

"Period of class" means the period starting either from the date of the initial classification (see Sec 1, [4]), or from the credited date of the last class renewal survey, and expiring at the limit date assigned for the next class renewal survey.

2.1.2 Anniversary date

"Anniversary date" means the day of the month of each year in the period of class which corresponds to the expiry date of the period of class.

2.1.3 Survey time window (1/5/2012)

"Survey time window", or more simply "window", means the fixed period during which ordinary, intermediate and renewal surveys are to be carried out.

2.1.4 Overdue surveys

Each periodical survey is assigned a limit date specified by the relevant requirements of the Rules (end of survey interval or end date of window) by which it is to be completed.

A survey becomes overdue when it has not been completed by its limit date.

2.1.5 ~~Recommendations~~ Conditions of class (15/9/2023)

Any defect and/or deficiency affecting the class and to be dealt with within a specific period of time is indicated as a "~~recommendation~~ condition of class". A ~~recommendation~~ condition of class is pending until it is cleared. Where it is not cleared by its limit date, the ~~recommendation~~ condition of class is overdue.

2.1.6 Memoranda

Those defects and/or deficiencies which do not affect the maintenance of class and which may therefore be cleared at the Owner's convenience and any other information deemed noteworthy for TASNEEF's convenience are indicated as "memoranda". Memoranda are not to be regarded as recommendations.

2.1.7 Exceptional circumstances

"Exceptional circumstances" means unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions.

2.1.8 Force Majeure

"Force Majeure" means damage to the ship; unforeseen inability of TASNEEF to attend the ship due to government restrictions on right of access or movement of personnel; unforeseeable delays in port or inability to discharge cargo due to unusually lengthy periods of severe weather, strikes or civil strife; acts of war; or other unforeseen events beyond the control of the parties.

2.2 Terminology related to hull survey

2.2.1 Ballast tank

A ballast tank is a tank that is being used primarily for water ballast.

As far as double skin bulk carriers are concerned, a ballast tank is a tank which is used solely for water ballast, or, where applicable, a space which is used for both cargo and ballast will be treated as a ballast tank when substantial corrosion has been found in that space. A double side tank is to be considered as a separate tank even if it is in connection with either the topside tank or the hopper side tank.

2.2.2 Spaces

Spaces are separate compartments such as holds and tanks.

2.2.3 Overall survey

An overall survey is a survey intended to report on the overall condition of the hull structure and determine the extent of additional close-up surveys.

2.2.4 Close-up survey

A close-up survey is a survey where the details of structural components are within the close visual inspection range of the Surveyor, i.e. normally within reach of hand.

2.2.5 Transverse section

A transverse section includes all longitudinal members contributing to longitudinal hull girder strength, such as plating, longitudinals and girders at the deck, side shell, bottom, inner bottom, longitudinal bulkheads, and sloped plating in upper and lower side tanks, as well as relevant longitudinals, as applicable for the different ships. For a transversely framed ship, a transverse section includes adjacent frames and their end connections in way of transverse sections.

2.2.6 Representative tanks or spaces

Representative tanks or spaces are those which are expected to reflect the condition of other tanks or spaces of similar type and service and with similar corrosion prevention systems. When selecting representative tanks or spaces, account is to be taken of the service and repair history on board and identifiable critical structural areas and/or suspect areas.

2.2.7 Substantial corrosion

Substantial corrosion is an extent of corrosion such that assessment of the corrosion pattern indicates a wastage in excess of 75% of allowable margins, but within acceptable limits.

2.2.8 Suspect areas

Suspect areas are locations showing substantial corrosion and/or considered by the Surveyor to be prone to rapid wastage.

2.2.9 Critical Structural Area

Critical Structural Areas are locations which have been identified from calculations to require monitoring and/or which, from the service history of the subject ship or from similar or

sister ships (if available), have been identified as sensitive to cracking, buckling or corrosion which would impair the structural integrity of the ship.

2.2.10 Corrosion Prevention System

A Corrosion Prevention System is normally considered a full hard protective coating.

Hard Protective Coating is usually to be epoxy coating or equivalent. Other coating systems may be considered acceptable as alternatives provided that they are applied and maintained in compliance with the Manufacturer's specifications.

2.2.11 Coating condition

Coating condition is defined as follows:

- GOOD: condition with only minor spot rusting
- FAIR: condition with local breakdown at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for poor condition
- POOR: condition with general breakdown of coating over 20% or more of areas or hard scale at 10% or more of areas under consideration.

2.2.12 Cargo area (ships carrying liquid cargo in bulk)

The cargo area is that part of the ship which contains cargo tanks, slop tanks and cargo/ballast pump rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks and also deck areas throughout the entire length and breadth of the part of the ship over the above-mentioned spaces.

2.2.13 Cargo length area (dry cargo ships)

The cargo length area is that part of the ship which includes all cargo holds and adjacent areas including fuel tanks, cofferdams, ballast tanks and void spaces.

2.2.14 Prompt and Thorough Repair (15/9/2023)

A Prompt and Thorough Repair is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, thereby removing the need for the imposition of any associated ~~recommendation~~ [condition of class](#).

2.3 Procedures for thickness measurements

2.3.1 When required as per the scope of surveys defined below, thickness measurements are normally to be carried out under the responsibility of the Owner, in the presence of the Surveyor.

If not carried out by TASNEEF itself, the thickness measurements required are to be witnessed by a Surveyor of TASNEEF. The Surveyor is to be on board to the extent necessary to control the process.

2.3.2 Thickness measurements are to be carried out by a firm approved by TASNEEF in accordance with the "Rules for the Certification of Service Suppliers".

This statement is issued on the assumption that the Owner has complied with the Rules, in particular with [6].

Should any information which would have prevented TASNEEF from issuing the statement and which was not available at the time subsequently come to light, the statement may be cancelled.

Attention is drawn to Sec 3, [1.2], whereby TASNEEF, upon becoming aware of a breach of the Rules, is empowered to suspend class from the date of the breach, which may be prior to the date of the statement.

3.2.4 (15/9/2023)

According to the same conditions as in [3.2.3], a statement declaring that the class is maintained "clean and free from **recommendationcondition of class**" may be issued by TASNEEF when there is no pending **recommendationcondition of class** at that date.

3.2.5 Classification-related documents and information are liable to be invalidated by TASNEEF whenever their object is found to differ from that on which they were based or to be contrary to the applicable requirements. The Owner is liable for any damage which may be caused to any third party from improper use of such documents and information.

3.3 Endorsement of Certificate of Classification

3.3.1 Text of endorsement

When surveys are satisfactorily carried out, the Certificate of Classification is generally endorsed accordingly, except as stipulated in the last sentence of this paragraph.

Each endorsement normally consists of a description summarising the surveys held and a conclusion stating the consequent class position of the ship.

In special cases the endorsement may include additional indications such as modifications to classification notations, limits imposed on navigation, special restrictions etc.

Surveys which are held as part of a Continuous Survey System require no endorsements on the Certificate of Classification.

3.3.2 Possible modifications to endorsements

TASNEEF reserves the right to modify the endorsements made by Surveyors.

3.4 Status of surveys and **recommendationsconditions of class**

3.4.1 (15/9/2023)

Information given in the Certificate of Classification, associated endorsements, Rules and specific documents enables the Owner to identify the status of surveys and **recommendationsconditions of class**.

3.4.2 (15/9/2023)

The omission of such information does not absolve the Owner from ensuring that surveys are held by the limit dates and pending **recommendationsconditions of class** are cleared to avoid any inconvenience which is liable to result from the suspension or withdrawal of class; see Sec 3.

4 Class renewal surveys

4.1 General principles

4.1.1 (1/5/2012)

The first class renewal survey is to be completed within 5 years for passenger ships or 10 years for ships other than passenger ships from the date of the initial classification survey and thereafter the same periodicity from the credited date of the previous class renewal survey. However, consideration may be given by TASNEEF to granting an extension for a maximum of three months after the limit date, in exceptional circumstances and provided that the ship is attended and the attending Surveyor so recommends. In such cases the next period of class will start from the limit date for the previous class renewal survey before the extension was granted.

4.1.2 For surveys completed within three months before the limit date of the class renewal survey, the next period of class will start from this limit date. For surveys completed more than three months before the limit date, the period of class will start from the survey completion date.

4.1.3 A new period of class is assigned to the ship after the satisfactory completion of the class renewal survey, and a new Certificate of Classification with relevant annexes is issued for the new period of class.

4.2 Normal system

4.2.1 (1/5/2012)

When the normal system is applied, the class renewal survey may be commenced 15 months before its due date and is to be completed not before 3 months by its due date. In this case the survey may be carried out by partial surveys at different times. The number of checks to be performed at each partial survey and the interval between partial surveys are to be agreed by TASNEEF. In general, the first partial survey is to include a significant number of thickness measurements, where required by the Rules. In case the class renewal survey is completed/carried out before 3 months by its due date the period of class will start from the survey completion date.

4.2.2 (1/5/2012)

A class renewal survey may be commenced before 15 fifteen months by its due date at the request of the Owner. In this case, if commenced is to be completed within 15 fifteen months and class renewal survey due date is to be anticipated to include the date of commencement/execution in the renewal survey time window. The conditions for the execution of partial surveys are the same as those referred to in [4.2.1].

4.2.3 (1/5/2012)

The link between the anniversary dates, the class renewal survey (when carried out according to the normal system), and the ordinary and intermediate surveys is given in Fig 1 or Fig 2, as applicable.

4.3 Continuous survey system

4.3.1 The request by the Owner for admission to the continuous survey system will be considered by TASNEEF and agreement depends on the type and age of hull and machinery.

This system may apply to the class renewal survey of hull (CHS) and/or machinery (CMS).

4.3.2 When the continuous survey system is to be applied, reference is to be made to Part A, Ch 2, Sec 2 [4.3] of the TASNEEF Rules for the Classification of Ships.

4.3.3 (1/5/2012)

The inspection periodicity to be applied is 5 years for passenger ships or 10 years for ships other than passenger ships.

4.4 Planned maintenance system (PMS) for machinery

4.4.1 A planned maintenance system may be considered as an alternative to the continuous survey system for machinery and is limited to components and systems covered by it. When such a system approved by TASNEEF is implemented, a survey scheme other than those normally adopted and with intervals different from those of the continuous survey system as detailed in [4.3] may be accepted.

4.4.2 The conditions for approval of the planned maintenance system, the determination of survey item intervals and the general scope of surveys are detailed in Pt A, Ch 2, Sec 2 of the TASNEEF Rules for the Classification of Ships.

4.4.3 When the planned maintenance system is applied, the notation PMS is entered on the Certificate of Classification and in the Register of Ships.

4.4.4 The planned maintenance system does not supersede the ordinary surveys and other periodical surveys.

4.4.5 A general examination of the machinery, as detailed in Ch 3, Sec 1 for ordinary surveys, is to be carried out at the end of the period of class.

4.4.6 The planned maintenance system may be discontinued at any time at the discretion of TASNEEF, or at the request of the Owner, and a specific arrangement devised.

5 Other periodical surveys

5.1 General

5.1.1 The different types of periodical surveys are summarised in Tab 1.

5.2 Hull and machinery ordinary surveys

5.2.1 (15/9/2023)

For passenger ships, in the 5 years period of class, one ordinary survey (hull and machinery) is to be carried out. The ordinary survey has a twelve-month window, i.e. from six months before to six months after ~~the mid period~~ ~~-each~~ anniversary date (see Fig 1).

For ships other than passenger ships, in the 10 years period of class two ordinary surveys (hull and machinery) are to be carried out. The ordinary surveys have a twelve-month window, i.e. from six months before to six months after ~~one quarter and three quarters period~~ ~~each~~ anniversary date (see Fig 2).

5.3 Hull and machinery intermediate surveys

5.3.1 (15/9/2023)

For ships other than passenger ships, in the 10 years period of class an intermediate survey is to be carried out. The intermediate survey has a eighteen-month window, i.e. from nine months before to nine months after ~~the mid period~~ ~~each~~ anniversary date (see Fig 2).

5.4 Bottom survey

5.4.1 Bottom survey means the examination of the outside of the ship's bottom and related items. This examination may be carried out with the ship either in dry dock (or on a slipway) or afloat: in the former case the survey will be referred to as dry-docking survey, while in the latter case as in-water survey.

5.4.2 The Owner is to notify TASNEEF whenever the outside of the ship's bottom and related items can be examined in dry dock or on a slipway.

5.4.3 (15/9/2023)

For passenger ships, there is to be a minimum of ~~two~~ ~~one~~ examinations of the outside of the ship's bottom and related items during each five-year class renewal survey period. One such examination is to be carried out in conjunction with the class renewal survey.

At the ordinary survey, an additional examination of the outside of the ship's bottom can be requested at discretion of the attending surveyor in the following cases:

- ships with hull riveted below the light waterline;
- ships over 20 years of age.

~~In all cases the interval between any two such examinations is not to exceed 36 months.~~

5.4.4 (1/5/2012)

For ships other than passenger ships, there is to be a minimum of two examinations of the outside of the ship's bottom and related items during each ten-years class renewal survey period. One such examination is to be carried out in conjunction with the class renewal survey. In all cases the interval between any two such examinations is not to exceed 60 months.

For hydrofoils, regardless of the service of the ship, there is to be an examination of the outside of the ship's bottom and related items every year. The bottom survey has a six-month window, i.e. six months after each anniversary date.

5.4.5 (1/5/2012)

Examinations of the outside of the ship's bottom and related items of ships are normally to be carried out with the ship in dry dock. However, consideration may be given to alternate examination while the ship is afloat as an in-water survey, subject to the provisions of Ch 3, Sec 4, [3]. Special consideration is to be given to ships of 15 years or over before being permitted to have such examinations.

GENERAL TERMS AND CONDITIONS
OF EMIRATES CLASSIFICATION SOCIETY – L.L.C – O.P.C (TASNEEF)
EFFECTIVE AS OF 1 APRIL 2025

DEFINITIONS

Administration	means the government of the state whose flag the Ship is entitled to fly or under whose authority the Ship is authorised to operate in the specific case.
Client	means the interested party and any other party who requires the Services.
Certificate of Classification	means a certificate of classification, issued by a Society and the certificate confirms that the vessel's structure, machinery, and equipment meet the society's specific technical rules and regulations.
Interested Party	means the party, other than the society, having an interest in or responsibility for the Ship, product, plant or system subject to classification or certification (such as the owner of the Ship and his representatives, the Ship builder, the engine builder or the supplier of parts to be tested) who requests the Services or on whose behalf the Services are requested.
Owner	means the registered owner, the Ship owner, the manager or any other party with the responsibility, legally or contractually, to keep the Ship seaworthy or in service, having particular regard to the provisions relating to the maintenance of class laid down in part a, chapter 2 of the rules for the classification of Ships or in the corresponding rules indicated in the specific rules.
Register of Ships	means a register book, also known as a Register of Ships, is a comprehensive record of vessels that are classified by a society.
Rules	means the documents below issued by the Society: <ul style="list-style-type: none"> a. Rules for the classification of Ships or other special units. b. Complementary rules containing the requirements for certification of products, plants, systems and other or containing the requirements for the assignment of additional class notations. c. Rules for the application of statutory rules, containing the rules to perform the duties delegated by administrations. d. Guides to carry out particular activities connected with Services. e. Any other technical document, as for example rule variations or interpretations.

Services	means the activities described in Article 1 below, rendered by the Society upon request made by or on behalf of the Interested Party.
Ship	means ships, boats, craft and other special units, as for example offshore structures, floating units and underwater craft.
Society	means Emirates Classification Society LLC OPC and/or its affiliated entities providing the Services.
Surveyor	means technical staff acting on behalf of the society in performing the Services.
UAE	means United Arab Emirates.

ARTICLE 1

- 1.1 The purpose of the Society is, among others, the classification and certification of Ships and the certification of their parts and components.
- 1.2 The Society (a) sets forth and develops Rules; (b) publishes the Register of Ships¹; and (c) issues certificates, statements and reports based on its survey activities.
- 1.3 The Society also takes part in the implementation of national and international rules and standards as delegated by various Governments.
- 1.4 The Society carries out technical assistance activities on request and provides special services outside the scope of classification, which is regulated by these general conditions unless expressly excluded in the particular contract.

ARTICLE 2

- 2.1 The Rules developed by the Society reflect the level of its technical knowledge at the time they are published. Therefore, the Society, though committed, also through its research and development services, to continuous updating, does not guarantee they meet state-of-the-art science and technology at the time of publication or that they meet the Society's or others' subsequent technical developments.
- 2.2 The Interested Party is required to know the Rules on the basis of which the Services are provided. With particular reference to Classification Services, special attention is to be given to the Rules concerning class suspension, withdrawal and reinstatement. In case of doubt or inaccuracy, the Interested Party is to promptly contact the Society for clarification. The Rules for Classification of Ships are published on the Society's website: www.tasneefmaritime.ae
- 2.3 The Society exercises due care and skill:
 - (a) in the selection of its Surveyors; and
 - (b) in the performance of its Services, taking into account the level of its technical knowledge at the time the

Services are performed.

- 2.4 Surveys conducted by the Society include, but are not limited to, visual inspection and non-destructive testing. Unless otherwise required, surveys are conducted through sampling techniques and do not consist of comprehensive verification or monitoring of each component of the Ship or of the items subject to certification. The surveys and checks made by the Society, either on board Ships or with remote techniques, do not necessarily require the constant and continuous presence of the Surveyor. The Society may also commission laboratory testing, underwater inspection and other checks to qualified service suppliers, who will carry out these duties under their responsibility. Survey practices and procedures are selected by the Society based on its experience and knowledge and according to generally accepted technical standards in the sector.

ARTICLE 3

- 3.1 The class assigned to a Ship, like the reports, statements, certificates or any other document or information issued by the Society, reflect the discretionary opinion of the Society concerning compliance, at the time the Service is provided, of the Ship or product subject to certification, with the applicable Rules (given the intended use and within the relevant time frame).
- 3.2 The Society is under no obligation to make statements or provide information about elements or facts which are not part of the specific scope of the Service requested by the Interested Party or on its behalf.
- 3.3 No report, statement, notation on a plan, review, Certificate of Classification, document or information issued or given as part of the Services provided by the Society shall have any legal effect or implication other than a representation that, on the basis of the checks made by the Society, the Ship, structure, materials, equipment, machinery or any other item covered by such document or information meet the Rules. Any such document is issued solely for the use of the Society, its committees and clients or other duly authorised bodies and for no other purpose. Therefore, the Society cannot be held liable for any act made or document issued by other parties on the basis of the statements or information given by the Society. The validity, application, meaning and interpretation of a Certificate of Classification, or any other document or information issued by the Society in connection with its Services, are governed by the Rules of the Society, whom is the sole subject entitled to make such authentic interpretation. Any disagreement on technical matters between the Interested Party and the Surveyor in the carrying out of his functions shall be raised in writing as soon as possible with the Society, which will settle any divergence of opinion or dispute.
- 3.4 The classification of a Ship, or the issuance of a certificate or other document connected with classification or certification and in general with the performance of Services by the Society shall have the validity conferred upon it by the Rules of the Society at the time of the assignment of class or issuance of the certificate; in no case shall it amount to a statement or warranty of seaworthiness, structural integrity, quality or fitness for a particular purpose or service of any Ship, structure, material, equipment or machinery inspected or tested by the Society.
- 3.5 Any document issued by the Society in relation to its activities reflects the condition of the Ship or the subject of certification or other activity at the time of the check.
- 3.6 The Rules, surveys and activities performed by the Society, reports, certificates and other documents issued by

the Society are in no way intended to replace the duties and responsibilities of other parties including, without limitation, Governments, designers, ship builders, manufacturers, repairers, suppliers, contractors or sub-contractors, Owners, operators, charterers, underwriters, sellers or intended buyers of a Ship or other product or system surveyed.

- 3.7 These documents and activities do not relieve such parties from any fulfilment, warranty, responsibility, duty or obligation (also of a contractual nature) expressed or implied or in any case incumbent on them, nor do they confer on such parties any right, claim or cause of action against the Society. With particular regard to the duties of the Owner, the Services undertaken by the Society do not relieve the Owner of his duty to ensure proper maintenance of the Ship and ensure seaworthiness at all times. Likewise, the Rules, surveys performed, reports, certificates and other documents issued by the Society are intended neither to guarantee the buyers of the Ship, its components or any other surveyed or certified item, nor to relieve the seller of the duties arising out of the law or the contract, regarding the quality, commercial value or characteristics of the item which is the subject of transaction.
- 3.8 In no case, therefore, shall the Society assume the obligations incumbent upon the above-mentioned parties, even when it is consulted in connection with matters not covered by its Rules or other documents.
- 3.9 In consideration of the above, and within the limits of liability under Article 5 below, the Interested Party undertakes to relieve and hold harmless the Society from any third party claim, as well as from any liability in relation to the latter concerning the Services rendered, where these are attributable to the Interested Party.
- 3.10 Insofar as they are not expressly provided for in these General Conditions, the duties and responsibilities of the Owner and Interested Parties with respect to the Services rendered by the Society are described in the Rules applicable to the specific Service rendered.

ARTICLE 4

- 4.1 Any request for the Society's Services shall be submitted in writing and signed by or on behalf of the Interested Party. Such a request will be considered irrevocable as soon as received by the Society and shall entail acceptance by the applicant of all relevant requirements of the Rules, including these General Conditions. Upon acceptance of the written request by the Society, a contract between the Society and the Interested Party is entered into, which is regulated by the present General Conditions.
- 4.2 In consideration of the Services rendered by the Society, the Interested Party and the person requesting the service shall be jointly liable for the payment of the relevant fees and costs, even if the service is not concluded for any cause not pertaining to the Society. In the latter case, the Society shall not be held liable for non-fulfilment or partial fulfilment of the Services requested. In the event of non-payment of the invoice within the contractually agreed terms, the Society reserves the right to request, in addition to the full payment of the principal amount due and without the need for further formal notice, also:
- (a) Late payment interest at a rate of 5% per annum, calculated from the due date of the invoice until full payment is received, in accordance with the applicable laws in the United Arab Emirates or the country from where the invoice is issued. Any applicable VAT, taxes, or statutory levies shall be borne by the Client as per the laws

of the respective jurisdiction;

- (b) full reimbursement of any costs incurred for debt recovery, including, but not limited to, legal fees, administrative expenses, and the costs of any extrajudicial actions; and
- (c) any additional amount due as compensation for damages suffered as a result of the delay or non-compliance, where documented.

- 4.3 The contract for the classification of a Ship or for other Services may be terminated and any certificates revoked at the request of one of the parties, subject to at least 30 days' notice to be given in writing. Failure to pay, even in part, the fees due for Services carried out by the Society will entitle the Society to immediately terminate the contract and suspend the Services.
- 4.4 The Society may withhold, suspend or withdraw any certificate, report or service in the event of non-payment of fees due to any member of the Society by the Client in relation to the entire business relationship between any member of the Society and the Client or by any other companies belonging to the same group as the Client. This also applies when the obligation to pay rests with a builder or with the Ship's previous Owner.
- 4.5 For every case of termination or suspension of the contract, the fees for the activities performed until the time of the termination or of the suspension shall be owed to the Society as well as the expenses incurred in view of activities already programmed; this is without prejudice to the right to compensation due to the Society as a consequence of the termination or of the suspension.
- 4.6 With particular reference to Ship classification and certification, unless decided otherwise by the Society, termination of the contract implies that the assignment of class to a Ship is withheld or, if already assigned, that it is suspended or withdrawn; any statutory certificates issued by the Society will be withdrawn in those cases where provided for by agreements between the Society and the flag State.

ARTICLE 5

- 5.1 In providing the Services, as well as other correlated information or advice, the Society, its Surveyors, servants or agents operate with due diligence for the proper execution of the activity. However, considering the nature of the activities performed (see Article 2), it is not possible to guarantee absolute accuracy, correctness and completeness of any information or advice supplied. Express and implied warranties are specifically disclaimed.
- 5.2 Therefore, subject to what provided for in Article 5.3 below, and also in the case of activities carried out by delegation of Governments, neither the Society nor any of its Surveyors will be liable for any loss, damage or expense of whatever nature sustained by any person, in tort or in contract, derived from carrying out the Services.
- 5.3 Notwithstanding the provisions in Article 5.1 above, should any user of the Society's Services prove that he has suffered a loss or damage due to any negligent act or omission of the Society, its Surveyors, servants or agents, then the Society will pay compensation to such person for his proved loss, up to, but not exceeding, five times the amount of the fees charged for the specific Services, information or opinions from which the loss or damage derives or, if no fee has been charged, a maximum of AED5,000 (Arab Emirates Dirhams Five Thousand only).
- 5.4 Where the fees charged are related to a number of Services, the amount of the fees will be apportioned for the purpose of the calculation of the maximum compensation, by reference to the estimated time involved in the

performance of the Service from which the damage or loss derives. Any liability for indirect or consequential loss, damage or expense is specifically excluded. In any case, irrespective of the amount of the fees charged, the maximum damages payable by the Society will not be more than AED 300,000 (Three Hundred Thousand Dirhams). Payment of compensation under this Article will not entail any admission of responsibility and/or liability by the Society and will be made without prejudice to the disclaimer clause contained in Article 5.

- 5.5 Any claim for loss or damage of whatever nature by virtue of the provisions set forth herein shall be made to the Society in writing, within the shorter of the following periods: THREE MONTHS from the date on which the Services were performed or THREE MONTHS from the date on which the damage was discovered. Failure to comply with the above deadline will constitute an absolute bar to the pursuit of such a claim against the Society.

ARTICLE 6

- 6.1 Any dispute, controversy, or claim arising out of or relating to these Rules, the Services of the Society, or the interpretation, breach, or termination thereof, shall first be referred to the parties' senior management for amicable resolution within thirty (30) days of written notice by either party.
- 6.2 If the dispute is not resolved amicably under Article 6.1, it shall be exclusively governed by and construed in accordance with the laws of the Emirate of Abu Dhabi and the applicable federal laws of the United Arab Emirates. The courts of Abu Dhabi shall have exclusive jurisdiction to settle any such dispute.

ARTICLE 7

- 7.1 All plans, specifications, documents and information provided by, issued by, or made known to the Society, in connection with the performance of its Services, will be treated as confidential and will not be made available to any other party other than the Owner without authorisation of the Interested Party, except as provided for or required by any applicable legislation from a competent authority. Information about the status and validity of class and statutory certificates, including transfers, changes, suspensions, withdrawals of class, conditions of class, operating conditions or restrictions issued against classed ships and other related information, as may be required, may be published on the website or released by other means, without the prior consent of the Interested Party.
- 7.2 Information about the status and validity of other certificates and statements may also be published on the website or released by other means, without the prior consent of the Interested Party.
- 7.3 Notwithstanding the general duty of confidentiality owed by the Society to its clients in Article 7.1 above, the Society's clients hereby accept that the Society will participate in the IACS Early Warning System which requires each Classification Society to provide other involved Classification Societies with relevant technical information on serious hull structural and engineering systems failures, as defined in the IACS Early Warning System (but not including any drawings relating to the Ship which may be the specific property of another party), to enable such useful information to be shared and used to facilitate the proper working of the IACS Early Warning System. The Society will provide its clients with written details of such information sent to the involved Classification Societies.
- 7.4 In the event of transfer of class, addition of a second class or withdrawal from a double/dual class, the Interested Party undertakes to provide or to permit the Society to provide the other Classification Society with all building plans and drawings, certificates, documents and information relevant to the classed unit, including its history file,

as the other Classification Society may require for the purpose of classification in compliance with the applicable legislation and relative IACS Procedure. It is the Owner's duty to ensure that, whenever required, the consent of the builder is obtained with regard to the provision of plans and drawings to the new Society, either by way of appropriate stipulation in the building contract or by other agreement.

- 7.5 In the event that the ownership of the Ship, product or system subject to certification is transferred to a new subject, the latter shall have the right to access all pertinent drawings, specifications, documents or information issued by the Society or which have come to the knowledge of the Society while carrying out its Services, even if related to a period prior to transfer of ownership.

ARTICLE 8

- 8.1 The Society shall not be obliged to perform any obligation towards the Client (including, without limitation, obligation to (a) perform, deliver, accept, sell, purchase, pay or receive money to, from or through a person or entity, or (b) engage in any other act) if this would be in violation of, inconsistent with or expose the Society to punitive measures under any United Nations resolutions and/or under any laws, regulations, decrees, ordinances, orders, demands, requests, rules or requirements of EU, United Kingdom, and/or United States of America and which relate to foreign trade controls, export controls, embargoes or international boycotts (applying, without limitation, to the financing, payment, insurance, transportation, delivery or storage of product and/or services) hereinafter referred to as "Trade Sanctions".
- 8.2 Recurring the above circumstances during the performance of the contract, the Society shall be entitled at its sole and absolute discretion:
- (a) to immediately suspend payment or performance of the Services which are the object of the contract until such;
 - (b) time as the Trading Sanctions are in force;
 - (c) to a full disengagement from the obligation affected by the Trading Sanctions, in the event that the inability to fulfill the said obligation persists until the term provided for the fulfilment hereunder, provided that where the relevant obligation relates to payments for activities and/or Services which have already been delivered, the affected payment obligation shall remain only suspended until such time as the Trading Sanctions no longer apply to the payment ; and/or
 - (d) to terminate the contract, without prejudice of the Society's rights pursuant to Article 4.

ARTICLE 9

Should any part of these General Conditions be declared invalid, this will not affect the validity of the remaining provisions.

ARTICLE 10

When the Society provides its Services to a consumer - i.e. a natural person who does not act within the scope of his business or professional activity - the following provisions do not apply Article 3 (as far as the Society is solely entitled to the authentic interpretation of the Rules); Article 4, (as far as the payment of the fees is also due for Services not

concluded due to causes not attributable to the Interested Party); Article 5 (as far as the exclusion of liability is concerned), and Article 6 (as far as the jurisdiction of a Board of Arbitrators based in Abu Dhabi is concerned).

ARTICLE 11

- 11.1 The Society and the Interested Party shall promote safety, protect human health and environment and create safe working conditions for their personnel.
- 11.2 The Interested Party shall guarantee that the working environment in which the Society's Surveyor will be required to work is adequate, safe and in all respect compliant with the applicable legislation and Rules and shall adopt all necessary measures to mitigate and/or control any relevant risk.
- 11.3 Furthermore, in accordance with the applicable legislation and Rules, the Interested Party shall provide the Society with complete and detailed information relevant to any actual or potential specific risk existing in the work areas where the Surveyor will be required to operate and relevant to the performance of the Services as well as with any specific safety measure that the Society's Surveyor is requested to comply with.
- 11.4 The Society reserves not to commence and/or to suspend the Services and/or to terminate the contract, claiming compensation for any damage occurred, if it considers that the safety requirements listed in this Article are not satisfactorily met.

SECTION 1

GENERAL

1 Purpose and application

1.1

1.1.1 (15/9/2023)

The Rules contained in this Part may be used in the following cases:

- a) TASNEEF classification is requested together with conformity to Directive 2016/1629/EU as amended;
- b) only conformity to Directive 2016/1629/EU as amended is requested.

In case a):

- in addition to the Rules of this Part, those of Parts A, B, C, D and E are also to be applied.
- In case of conflicting requirements the Directive prevails.
- When requested by the Interested Parties, the Rules contained in Part F are also to be applied. In this case for the relevant items (i.e. fire protection and damage stability) the more stringent Rules are to be applied.
- In the above-mentioned case TASNEEF will issue a statement of compliance or, if so authorized by the Flag Administration, the "Union Inland Navigation Certificate" pursuant to ~~with~~ Directive 2016/1629/EU as amended, in addition to the Certificate of Classification.
- However, unless TASNEEF is authorised by the Administration, ~~such~~ the statement mentioned above is not a substitute and cannot be used in lieu of the "~~Community~~Union Inland Navigation Certificate" foreseen by the Directive.

In case b):

- only the requirements contained in this Part are to be applied except where there are no specific requirements in

this Part (i.e. structural strength, electrical equipment, etc.), for which the Directive accepts a declaration by an authorised Classification Society and therefore for such items the relevant requirements given in the other Parts of these Rules are to be applied.

- In the above case TASNEEF may issue, in addition to the statement of compliance with Directive 2016/1629/EU as amended also the foregoing declaration of conformity to the above-mentioned Parts of these Rules.
- For ships which satisfy the requirements of Part G, a statement of compliance or, if so authorized by the Flag Administration, the "Union Inland Navigation Certificate" pursuant to the ~~certifying compliance with~~ Community Directive 2016/1629/EU as amended will be issued by TASNEEF.
- Unless TASNEEF is authorised by the Administration, However said statement cannot be used in lieu of the "~~Community~~Union Inland Navigation Certificate" foreseen by the Directive.

2 Requirements for ships subject to Directive 2016/1629/EU as amended

2.1

2.1.1 (1/1/2022)

The requirements set out in the "European Standard laying down Technical Requirements for Inland Navigation vessels" (ES-TRIN) referred to in Directive 2016/1629/EU as amended, are to be complied with.

Note 1: Directive 2016/1629/EU as amended, as of 1 January 2022, refers to ES-TRIN edition 2021/1.