AUSTRALASIAN INSTITUTE OF MARINE SURVEYORS

Standard For Empty Bulk Vessel Surveys by Accredited Marine Surveyors

1 July 2026

This Standard informs and supports Accredited Marine Surveyors. It incorporates the Australasian Institute of Marine Surveyors (AIMS) Accredited Grain Surveyors Assurance Scheme (AGSA) Code of Conduct and relevant information from the Australian Maritime Safety Authority (AMSA) Marine Orders MO33 and MO42 and the International Maritime Organisation (IMO) Code for the Safe Carriage of Grain in Bulk.

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1. Introduction

This Standard supports Accredited Marine Surveyors responsible for assuring government that a vessel preparing to load consumable prescribed plants and plant products for export meet internationally recognised standards. It does not address vessel stability or cargo shift.

Surveyors should read this Standard carefully and ensure they have at a minimum, a working checklist of the survey requirements detailed herein.

The Export Control (Plants and Plant Products) Rules 2021 (Plant Rules) provide the legislative framework for the export of prescribed plants and plant products. The Accredited Grain Surveyor Assurance (AGSA) Scheme is included in the Plant Rules. It is intended to improve the survey practices of Accredited Marine Surveyors certifying bulk vessels as fit to load, and forms part of the legislative requirements to export prescribed plants and plant products for consumption.

In addition to describing the process for conducting a survey, this Standard includes examples that illustrate acceptable standards for Accredited Marine Surveyors surveying empty bulk vessel holds.

The Plant Rules, the AGSA Scheme and this Standard share the same objectives and have been developed through a joint approach with government. This Standard provides a general reference for Accredited Marine Surveyors surveying empty bulk vessels used to carry consumable prescribed plants and plant products for export and describes a consistent survey standard.

From 1 July 2023, all qualified marine surveyors must be accredited under the AGSA Scheme, administered by the Australasian Institute of Marine Surveyors (AIMS), to survey and certify bulk vessels preparing to load consumable prescribed plants and plant products for export.

Users of this Standard are advised that a marine surveyor's certificate or 'Fitness to Load' certificate (FTL certificate) does not guarantee that the vessel will meet phytosanitary requirements for a bulk vessel approval by an Authorised Officer (AO[1]). This is because the requirements for marine surveyors differ from those for AOs.

Further, Accredited Marine Surveyors involved in surveying vessel holds for consumable prescribed plants or plant products for export are intended to be loaded should be aware of and comply with any additional government advice and guidelines.

The Accredited Grain Surveyor Assurance (AGSA) Scheme is an Australian Government-mandated program, that commenced on 1 July 2023. It requires marine surveyors to be accredited by the Australasian Institute of Marine Surveyors (AIMS) to survey and certify bulk grain vessels in accordance with agricultural export legislation and the *Standard for Empty Bulk Vessel Surveys by Accredited Marine Surveyors.*

The Scheme replaces earlier, less structured arrangements under which marine surveyors surveyed bulk vessels and certified them as suitable for loading prescribed goods.

[1] Reference to AO throughout the Standard may mean one or more than one AO.

2. Export Control (Plants and Plant Products) Rules 2021

Empty bulk vessels for loading with consumable prescribed plants and plant products for export must be inspected by an AO who has been appointed as an Australian Government official for the purpose of inspecting bulk vessels. The inspection ensures that there are no pests or contaminants in the cargo spaces that could infest or contaminate the goods. A marine surveyor's certificate, together with a passed AO inspection, is required before the AO can issue a bulk vessel approval.

Under the Plant Rules, an Accredited Marine Surveyor may issue a marine surveyor's certificate (otherwise known as an FTL certificate) for a bulk vessel that is to be used to transport consumable prescribed plants or plant products for export if:

1. the Accredited Marine Surveyor has surveyed the vessel, including the cargo spaces, into or onto which consumable prescribed plants or plant products for export are intended to be loaded, and
2. the Accredited Marine Surveyor is satisfied that
    a. the vessel is free from conditions that could contaminate, wet or impart an odour to the consumable prescribed plants and or plant products being transported in or on the vessel, and
    b. the vessel is suitable to transport consumable prescribed plants and or plant products.

This Standard includes:

- the roles of both the AO and the Accredited Marine Surveyor. It distinguishes between the role of the Accredited Marine Surveyor in **surveying** empty bulk vessels for structural integrity and the role of the AO **inspecting** the vessels to ensure they meet phytosanitary requirements, refer Appendix 4.
- procedures and guidelines for Accredited Marine Surveyors to support compliance with this Standard and accepted national and international standards.
- procedures for assessing whether a vessel is fit to load consumable prescribed plants or plant products for export.

Shippers, agents, and vessel owners should ensure that they understand this Standard and have established procedures to ensure that the appointed marine surveyor holds the required accreditation to issue an FTL certificate.

3. Roles and Responsibilities

Where a bulk vessel is intended to be used to transport consumable prescribed plants or plant products for export, an AO and an Accredited Marine Surveyor are appointed to perform functions in accordance with the legislative requirements under the Plant Rules.

AOs are individuals, trained and assessed by government, who are appointed as officials under the *Export Control Act 2020*. They perform their role on behalf of the Australian Government. AOs may be government employees, employees of private companies, employee of an exporter or self-employed.

Accredited Marine Surveyors are employees of private companies or self-employed individuals who are accredited by AIMS to undertake bulk vessel surveys.

While operational duties may occasionally overlap, the roles of the Accredited Marine Surveyor and the AO are distinct and have separate responsibilities. The roles are legally and professionally separate, and each requires different skills and working outcomes.

In addition to the roles outlined in Appendix 4, both parties should be aware of, and act in accordance with, the following:

1. The inspection AO, as a government representative, must remain independent at all times in the performance of their functions. The AO may be under the same management as the Accredited Marine Surveyor; however, independence must be maintained through appropriate identification, disclosure and management of conflicts of interest.
2. The Accredited Marine Surveyor must remain independent at all times in the performance of their functions. The Accredited Marine Surveyor may be under the same management as the AO; however, independence must be maintained through appropriate identification, disclosure and management of conflicts of interest.
3. The Accredited Marine Surveyor must survey the vessel in accordance with the *Standard for Empty Bulk Vessel Surveys by Accredited Marine Surveyors* (this Standard).
4. Where a vessel has failed a survey, an Accredited Marine Surveyor may advise the Master of required cleaning operations but should not engage, appoint, or lease cleaning equipment or personnel.
5. Both the Accredited Marine Surveyor and the AO have obligations to identify, disclose and manage conflicts of interest.
    a. The AO must comply with all legislation and lawful directions or instructions issued by the government in relation to conflicts of interests.
    b. The Accredited Marine Surveyor must comply with any guidance notes and advice from AIMS under the AGSA scheme in relation to conflicts of interest.

4. Auditing Accredited Marine Surveyors

AIMS, as the administrator of the AGSA Scheme, is responsible for monitoring compliance with survey requirements for bulk vessels loading grain.

From 1 July 2026, AIMS will implement an audit and monitoring program to ensure Accredited Marine Surveyors undergo periodical audits and that their services are monitored for compliance with this Standard.

Audits will be carried out by personnel who have:

- impartiality in the audit outcomes, with no vested interest or commercial arrangements with any Accredited Marine Surveyor, their employer or the AO
- experience in hold cleaning and bulk vessel operations
- experience in auditing.

The audit may include a monitoring visit, a request for records, or both. Generally, an audit will comprise a range of checks, including:

- compliance with the AGSA Code of Conduct
- observation of survey procedures and compliance with this Standard
- observation of interactions and advice provided to the Master, Chief officer and the AO
- observation of how work health and safety (WHS) requirements are met
- verification of insurance and other eligibility requirements
- identification of record-keeping procedures.

Non-compliance with this Standard, or with an Accredited Marine Surveyor's obligations under the AGSA Scheme, may result in suspension or cancellation of accreditation while the matter is investigated.

Where an Accredited Marine Surveyor is found to be non-compliant, they may be required to:

- remedy minor non-compliance immediately
- undertake further training to comply with this Standard.

Accredited Marine Surveyors have the right to appeal any findings made by an auditor through the AIMS complaint resolution process. Information about how to make a complaint is available on the AIMS website or by emailing the Grain Administration team at grain@aimsurveyors.com.au.

To maintain integrity of the appeals process, there must be a clear separation between those who identify the non-compliance and those who review and investigate it.

5. Survey requirements for trainee Accredited Marine Surveyors

Under the qualification requirements for accreditation under the AGSA Scheme, new applicants must provide evidence that they have conducted at least 10 bulk vessel surveys in no less than 2 months and no more than 2 years. These surveys must be conducted under the mentorship of an Accredited Marine Surveyor.

To ensure trainees undertake training that can lead to accreditation, and that the process is fair and equitable, the trainee or their employer must provide AIMS with written notice of their intention to undertake the 10 bulk vessel trainings and confirm that the trainee meets the minimum qualification requirements for accreditation.

Trainees do not need to complete all 10 surveys with the same Accredited Marine Surveyor. However, to ensure a consistent level and standard of training, all surveys must be conducted in accordance with this Standard.

To support a fair and equitable training process for the ongoing accreditation of new marine surveyors, it is a condition of accreditation that an Accredited Marine Surveyor should not unreasonably refuse a request from a trainee surveyor to undertake training and supervision on a bulk vessel survey.

The trainee must meet the following requirements before training can commence:

- The trainee is independently insured for workers compensation, professional indemnity and public liability, and the insurance details are provided to the entity conducting the training.
- The trainee is fully inducted at the port or terminal where the survey will be performed and holds the required security identification card.
- The trainee is inducted into work health and safety (WHS) requirements in accordance with this Standard.

It is recommended that Accredited Marine Surveyors and trainees undertaking a bulk vessel survey hold current working at heights and confined space certification.

6. Marine Surveyor's Certificate of Fitness to Load

The marine surveyor's certificate, or FTL certificate, is issued by an Accredited Marine Surveyor for a bulk vessel intended to transport consumable prescribed plants or plant products for export, where the Accredited Marine Surveyor is satisfied that:

- the vessel is free of conditions that could contaminate, wet or impart an odour to the goods transported in or on the vessel; and
- the vessel, including the cargo spaces into which the goods are to be loaded, is suitable to transport the goods.

The FTL certificate must not be issued until the survey is complete and the Accredited Marine Surveyor is satisfied that these criteria are met, even if minor work remains to be completed to meet them.

AOs cannot issue a bulk vessel approval until the FTL certificate has been received. A copy of the certificate must also be issued to the Master and the appointing party or their agent.

6.1 Completing the FTL certificate

Only Accredited Marine Surveyors are authorised to issue an FTL certificate for a bulk vessel intended to transport consumable prescribed plants or plant products for export. The AO must confirm the surveyor's accreditation status before accepting the certificate.

The FTL certificate requirements will change from 1 July 2026.
New requirements must be met for the certificate to be compliant.

All particulars must be correctly listed on the FTL certificate. Failure to do so may result in the certificate being deemed non-compliant and the vessel being failed by the AO. Appendix 1 of this Standard contains a template FTL certificate. Accredited Marine Surveyors are encouraged to use this template to ensure consistency and minimise delays for shippers and agents.

A compliant FTL certificate contains the following information:

- name of the vessel
- port of registry
- IMO number
- Gross Register Tonnage (GRT)
- place of survey (name and location of port)
- holds or spaces surveyed
- date and time the vessel was passed as suitable to load
- printed name of the Accredited Marine Surveyor and Accreditation ID Number
- comments outlining any advice or information regarding the cleanliness or fitness of the vessel or its holds provided to the Master or the AO
- a statement that the certificate is not an approval to start loading and that final approval must be determined by Australian Government representatives
- printed name and signature of any person undertaking training for the survey

- Vessel Master's or Chief officer's verification of the Accredited Marine Surveyor's identification card
- vessel stamp
- expiry date based on the Accredited Marine Surveyor's judgement of the condition of the vessel at the time of survey and whether the condition is likely to change.

Note:

- The Accredited Marine Surveyor may use their professional judgement, based on the survey, to determine whether conditions exist that warrants an expiry date.
- Holds that were issued a marine surveyor's certificate before the vessel was put under ballast do not require a new certificate once emptied, unless the AO determines that the hold does not comply with the legislation.

6.2 Comments sections on the FTL certificate

As outlined above, a comments section has been added to the FTL certificate. This section provides a record of any information or advice given by the Accredited Marine Surveyor to the AO or the Master.

The Accredited Marine Surveyor should record any advice or information provided, including:

- whether the Accredited Marine Surveyor has advised that there may be an issue with the vessel passing a bulk vessel inspection by an AO
- any actions that must be addressed for the vessel to pass the AO inspection
- if an expiry date has been included on the certificate, an explanation of why it was applied
- whether any actionable material was, or must be, removed before the AO conducts their inspection
- any other issues that the Accredited Marine Surveyor considers should be noted for the AO.

6.3 Who receives the FTL certificate?

The Accredited Marine Surveyor must provide the AO with the FTL certificate. If the AO is not present at the vessel when the survey is completed, the Accredited Marine Surveyor must leave a copy of the certificate with the Master or Chief officer. The AO must then lodge the certificate in the Plant Export Management System (PEMS).

The Accredited Marine Surveyor must provide AIMS with a copy of the FTL certificate within 48 hours of completing the survey.

From 1 July 2026, Accredited Marine Surveyors will not be required to include copies of completed FTL certificates with their applications to renew their accreditation.

This new requirement for an Accredited Marine Surveyor to provide AIMS with a copy of the FTL certificate within 48 hours of completing the survey forms part of continuous improvement of the Scheme. It is intended to assist both the AIMS and government to

identify issues that may impact on FTL surveys and to lessen the paperwork burden for Accredited Marine Surveyors applying for renewal of accreditation.

7. Preparing for the survey

Before undertaking a grain bulk vessel survey, the Accredited Marine Surveyor must have all required documentation, permits, personal protective equipment (PPE), their identification card and survey equipment.

They must allow for sufficient time to carry out the survey in accordance with this Standard. The time required depends on the condition of the vessel, the number of holds to be surveyed and their condition.

7.1 How long should the survey take?

For vessels in good condition, such as those newly painted after dry dock or on their maiden voyage, the following minimum times are generally accepted and can be used as a guide.

Times to complete a survey from arrival on board, including discussions with the Chief officer, Master and AO (if present), survey of deck area and stores, and entry to and full survey of each of the cargo holds, are:

- 4 hold vessels – 2 hours 30 minutes
- 5 hold vessels – 3 hours
- 7 hold vessels – 4 hours
- 9 hold vessels (rare) – 5 hours.

These minimum times may not be sufficient for more complex surveys where extensive residues, issues (for example, flaking rust) and contaminants are present.

7.2 Resources, tools and equipment

An Accredited Marine Surveyor performing a bulk vessel survey should have the following equipment:

- high-powered spot torch (greater than 1000 lumens) with sufficient battery life to illuminate the deck head and coaming beams from hold access ladders; mobile phone torches are not suitable
- high-powered LED headlamp
- handheld scraper
- riggers gloves
- clean white gloves or white rag or cloth to detect and show residue stains
- marking chalk to mark unclean areas
- personal protective equipment (PPE)
- camera, preferably one which records date and time of photos.

7.3 Work Health and Safety (WHS) Requirements

Accredited Marine Surveyors and trainees must, when surveying the vessel:

- uphold their WHS duty of care to themselves and others
- comply with their employer's WHS policies and procedures
- comply with relevant state or territory WHS legislation
- obtain, understand, and comply with the WHS policies and requirements for the vessel for each survey.

Note: Recommendation to hold current working at heights and confined space certification at section 5 above.

A pre-start or 'Take 5' hazard assessment is recommended before commencing work. All incidents and near misses must be managed in accordance with the Accredited Marine Surveyor's WHS and risk management policies and procedures.

These guidelines are intended a general guidance only. Accredited Marine Surveyors should refer to their company policies and procedures for further information, or their own policies if self-employed.

The following PPE is recommended for a bulk vessel survey:

- hard hat
- high-visibility shirt or coveralls
- steel-cap boots with non-slip soles
- safety or riggers gloves and white cotton gloves where appropriate.

8. Conducting the survey

8.1 Before beginning the survey

The request for an Accredited Marine Surveyor to undertake a bulk vessel survey should be confirmed in writing by the appointing party or their agent.

Bulk vessel surveys should be conducted during daylight hours. Surveys must not commence until 30 minutes after sunrise and should be completed no later than 30 minutes before sunset.

The Accredited Marine Surveyor may undertake their survey at the same time as the AO inspection or separately. In either case, the AO cannot issue the bulk vessel approval until the FTL certificate has been issued.

On boarding the vessel, the Accredited Marine Surveyor should identify themselves to the Master, Chief officer and AO (if present). The Accredited Marine Surveyor should obtain from the Master or Chief officer:

- a record of the last 3 cargoes
- details of any cleaning chemicals used
- intended stowage plan (holds to be surveyed)
- the vessel particulars, including the IMO number.

Knowledge of previous cargoes will assist the Accredited Marine Surveyor to identify potential issues and areas of concern.

Note: The Accredited Marine Surveyor should retain these records with the FTL report and a copy of the certificate.

8.2 Starting the survey

The Accredited Marine Surveyor should conduct the hold survey using a systematic approach. Clear, high-quality photographs must be taken throughout the survey to document all areas and structure.

All holds intended to carry consumable prescribed plants or plant products must be surveyed, except where a hold is under ballast. Where a hold is under ballast, the Accredited Marine Surveyor should inspect the compartment once de-ballasting is complete and the hold is completely dry.

On boarding the vessel, hatch covers may be opened or closed. They are often kept closed to prevent rain, dust or other contaminants from entering the holds.

Some structures, such as ventilation systems, may only be accessible when the hatches are closed. The hatches should be assessed to establish structure, and identify which areas require survey before they are opened.

Bulk vessel surveys must not be undertaken during rain or in insufficient natural light.

8.3 Hatch covers/coamings

Hatch covers should be opened fully to ensure:

- sufficient natural light in the hold for maximum visibility

- clear visibility of structures below the hatch covers to permit surveying.

Hatch covers should be partially opened to allow for survey of the hatch cover inter-section channels and seals. Opening hatch covers may dislodge grain or residues.

If insect control treatments have been undertaken, the cargo holds must not be entered until they are free from all gases and the Master has given permission for re-entry.

Before entering a hold, the Accredited Marine Surveyor should familiarise themselves with the hold's construction and identify structures that require particular attention, such as fire suppression systems in the end and side coamings. All areas of the hatch cover, undersides and coamings must be examined before entry.

The major causes of hatch cover failures are:

- compression bars in poor condition
- rubber gaskets in poor condition
- hatch coamings in poor condition
- cargo residues or excessive loose rust or paint flakes in hatch covers and coaming drain channels
- non-return valves in poor condition
- quick-release cleats in poor condition.

8.4 Other deck structures

Survey of the deck is **generally outside the scope of the Accredited Marine Surveyor's role**. However, any noticeable residues on deck that could impact the cargo should be brought to the attention of the Master for rectification as a matter of good practice.

Residue from previous cargoes may be present in mooring lines and other covered structures.

If the Accredited Marine Surveyor considers that loose substances or residues around the hatch may contaminate the consumable plants or plant products to be loaded, they should notify the Master and record a comment on the FTL. This allows the Master to arrange cleaning before the AO inspects the vessel, as remaining residues could result in the vessel failing inspection.

8.5 Accessing a hold

Before entering a hold, the Accredited Marine Surveyor should ensure the access lid is open and locked in place.

On entering the hold, they should stop and examine:

- void spaces at the top of the ladder access
- ladders, including platforms, rungs, and rails
- aft comings, underdeck beams, deck beams, shedder plates and stiffeners.

8.6 Under deck beams and stiffeners

The upper, less accessible parts of the holds, particularly the under-deck beams and stiffeners, require thorough examination. These areas can be examined from the ladder

platforms. Modern bulk vessels may also have under deck walkways, which must be examined.

In some holds, these areas may not be accessible. Where access is limited, the Accredited Marine Surveyor should assess from a distance. If loose substances or residues from previous cargo are observed, or suspected and may pose a contamination risk, the Accredited Marine Surveyor should request cleaning or blowing of these areas using compressed air or similar methods and add a comment to the FTL. The Accredited Marine Surveyor may also request a man-lifter or cherry picker to enable closer examination.

8.7 Bilge Wells

Bilge well covers must be removed to ensure the bilges are clean, dry, and free from odours. Bilges must be examined, using a torch if necessary, and any remaining residues or water will need to be removed by the crew.

Bilge cover plates are to be made grain-tight using hessian or another suitable porous cloth to prevent ingress of grain.

Bilge space and bilge well suctions must be surveyed and tested by the Accredited Marine Surveyor. Where this is not possible, the Master must supply a Certificate of Guarantee stating that the cargo hold bilge pumps and non-return valves are operating satisfactorily. This certificate should be attached to the FTL certificate. An example template of this Certificate is included in Appendix 3 of this Standard.

8.8 Tank Tops

Examine the entire tank top surface, including a thorough visual of the perimeter of the hold, particularly where the tank top meets the bulkhead. Manhole covers on tank tops and stools must be removed and checked thoroughly.

8.9 Cable casings and sounding pipes

Cargo residues may be present where cables are fitted. These areas can be difficult to examine due to limited access. The lower sections of cable casings can be viewed from the tank top, and a ladder may be required to assist with the survey.

Sounding pipes must be examined for grain, mineral residues and other contaminants on both the internal and external surfaces. Residues may be dislodged by sharply tapping the pipe.

Brackets and guards associated with cable casings and sounding pipes must also be thoroughly examined.

Temperature and moisture sensors are often recessed in bulkheads and coamings. Protective casings may need to be dismantled to allow thorough examination.

When using a ladder, the Accredited Marine Surveyor should use the elevated position to check areas that are not visible from lower vantage points when ascending and descending.

8.10 Ventilator trunks

Hold ventilators and associated trunks must be examined closely where possible. A visual survey is preferred. Mechanical ventilators that are inaccessible or too high should be opened and the fans started. This should clear any residues or rust scale trapped therein.

8.11 Other areas within a cargo hold

Other areas within the cargo hold must be included in the survey. These areas include but are not restricted to ladders, ladder platforms, holding brackets, pipe protectors, side frames, side frame brackets as well as any other variations in the structure of the cargo hold.

9. Types of Contamination

Cargo holds must be surveyed before loading to determine whether contaminants are present. Where contaminants are identified, they must be assessed to determine whether they pose a risk to the cargo to be loaded.

Contamination may originate from:

- loose residue from previous cargoes
- transferable stains from previous cargoes
- loose rust scale
- loose paint scale
- old dunnage or strapping
- odours from previous cargoes, pest treatments or uncured paint
- excessive moisture
- unsanitary conditions.

9.1 Previous cargo residue

Residues from previous cargoes may contaminate consumable prescribed plants or plant products. Table 1 shows the acceptable standards for types and presence of contaminants. These residues may appear as loose material or transferable stains on bulkheads and other structures within the hold. Residues may also contaminate cargo during transit.

Where residues are present, the Accredited Marine Surveyor must first identify the type of residue and assess whether it poses a contamination risk, including any level of tolerance.

Knowledge of the last three cargoes carried will assist the Accredited Marine Surveyor in identifying potential contaminants and the areas where they may be present.

Australia applies zero tolerance for toxic residues (for example, radioactive sand) in cargo holds used to load consumable prescribed plants or plant products. Holds must be completely free from toxic residues and transferrable stains to be considered fit to load.

Even when backloading the same commodity, holds must still be thoroughly surveyed for residual contamination.

White Glove Test

To determine whether a stain is transferrable, the white glove test should be used. While riggers gloves may be used during the survey, clean white gloves or a white rag or cloth must be used for this test. Gently rub the stain to determine whether any stain transfers onto the gloves or rags. If the stain noticeably transfers, it must be investigated further to determine the contaminant present and associated risk.

Table 1

Criteria	Acceptable / Pass Standard
Presence of loose particles of previous cargo (excluding toxic residues such as those listed below)	Must be clean to pass phytosanitary requirements

Criteria	Acceptable / Pass Standard
Presence of loose residue of zinc concentrate, lead concentrate, copper concentrate, bauxite, ammonium nitrate, sulphur, or other toxic residues	Must be completely absent (zero tolerance applies)
Any residue from insect treatment (for example pesticides, dust treatments or chemical residue)	Must be completely absent (zero tolerance applies)
Transferable stains from zinc concentrate, lead concentrate, copper concentrate, bauxite, ammonium nitrate, sulphur, paint, or other toxic residues	Must not transfer using the white glove test. Zero tolerance for transferable stain residue of toxic substances.
Loose organic material	Must be completely absent
Loose inert or inorganic material	Must be completely absent
Hard adhering cement	Acceptable

9.2 Rust

All areas of the hold must be examined for rust. Refer to Table 2 for description and acceptable standards for rust. There are three main types of rust that the Accredited Marine Surveyor may find:

- oxidisation rust
- loose scale rust
- hard rust.

Table 2

Oxidation rust	Loose scale rust	Hard rust
This type of rust typically forms on bare metal surfaces as a result of exposure to water or oxygen. It does not flake off when struck or when light pressure is applied with a knife. Oxidation rust is acceptable.	It is important to differentiate loose scale rust from other types of rust. Loose scale rust will break away when struck lightly with a chipping hammer or handheld scraper or when light pressure is applied with a knife blade or scraper under the edge of the scale.	Hard rust is generally acceptable when loading grain and may be referred to as adhering scale rust. The Accredited Marine Surveyor must satisfy themselves that the rust scale is hard and that there is no possibility of rust scale coming loose during the voyage or during normal cargo operations.

9.3 Paint

The condition of paint must be carefully examined by the Accredited Marine Surveyor. Flaking or blistering paint with openings may harbour residues from previous cargoes or rust. Loose paint flakes may also detach and contaminate the cargo. Refer to Table 3 for acceptable standards in relation to paint condition.

Fresh or uncured paint may be soft, transferable and emit an odour that could contaminate prescribed plants or plant products. To determine whether the paint is soft and transferable, the white glove test should be used.

A paint scraper should also be used to see whether paint will easily flake off. In some cases, an incompatible coating of paint may have been applied, or the hold may have been painted in humid conditions. This can lead to extensive and ongoing paint flaking.

Table 3

Criteria	Acceptable / Pass Standard
Flaking paint	Not acceptable
Blistering paint	May result in flaking when disturbed – refer to flaking paint for acceptable standard
Soft paint (easily removed)	Not acceptable if it produces an odour or a transferable stain; dry soft paint that flakes should be assessed against the standard for flaking paint.
Wet paint	Not acceptable
Transferrable paint stain	Not acceptable
Paint which produces an odour	Not acceptable

9.4 Odours

All holds intended to carry grain must be free from odours and gas. Refer to Table 4 for acceptable standards in relation to paint condition. This includes odours from paint and cleaning chemicals. Persistent odours are not acceptable. A hold must not contain any detectable smell, whether from a specific substance or of an unpleasant nature, after it has been vented by opening the hatch covers for 30 minutes, then closing them for 30 minutes to 1 hour and reopening them for reassessment.

Toxic substances, such as lead concentrate, and strong-smelling residues such as sulphur, may contaminate consumable prescribed plants or plant products. Accredited Marine Surveyors should consider previous cargoes and cleaning undertaken by the crew when assessing the hold.

Table 4

Criteria	Acceptable / Pass Standard
Persistent strong or toxic odours	Presence of any strong or toxic odour or smell from a particular substance or of an unpleasant nature should not be present after hatches have been open for 30 minutes.

9.5 Moisture

All holds and bilge wells must not have water or excessive moisture present, refer table 5 below for the acceptable standard.

Table 5

Criteria	Acceptable / Pass Standard
Moisture, pooled water, wet stains, or leaking water	Any level of moisture which may cause wetting of the grain is not acceptable.
Mould	Mould visible on any surface which is transferrable under the white glove test is not acceptable

9.6 Unsanitary conditions

Holds must be free from any animal filth, rodent excreta, bird excreta, decaying animals or vegetable matter, sewage or other unsanitary conditions, as described in table 6 below. There is also a zero tolerance for live or dead pests including snails, mice, rats, and nesting birds. Any pests must be photographed and immediately reported to the Chief officer, Master and agent. The presence of pests must also be recorded on the FTL certificate and reported to the Department of Agriculture, Fisheries and Forestry (DAFF) Redline (**1800 803 006)**. Any insects found should be reported to the AO who is responsible for action in relation to these.

Table 6

Criteria	Acceptable / Pass Standard
Animal filth, rodent excreta, bird excreta, decaying animals or vegetable matter, sewage, or other unsanitary conditions	Not acceptable
Live or dead pests including snails, mice, rats, or nesting birds	Not acceptable; must be reported to the DAFF Redline (**1800 803 006)**.
Insects, dead or alive	Must be reported to the AO

10. Surveying for structural damage and vessel structure

Although the Accredited Marine Surveyor may be attending only to conduct a survey to determine whether the vessel is fit to load consumable prescribed plants or plant products, any significant safety concerns relating to the vessel's structure should be reported to the Chief officer or Master.

Damage to structures within the holds may result in vessel failing the survey if it could lead to contamination of the consumable prescribed plants or plant products. Examples include damaged ladders, unsecured fittings, or air vent or sounding pipes with visible holes or tears.

Corroded or broken piping, such as ladder handrails and protectors, may contain residues from previous cargoes or rust scale and may pose contamination risk. Such structures must be repaired or removed before loading.

11. Finalising the survey

Minor rectifications work is often completed by the crew while the Accredited Marine Surveyor is onboard. In these cases, the vessel may be passed. Where more extensive cleaning is required, the vessel will be failed.

In most cases, the Accredited Marine Surveyor and AO will reach the same conclusion. However, the AO may not always be present at the time of the FTL survey. The Accredited Marine Surveyor must identify and record any issues that may result in the vessel failing the survey and notify the AO and the Master, including recommended corrective actions. Wherever possible, this advice should be provided in person and recorded on the FTL certificate to ensure a clear record is maintained.

The Accredited Marine Surveyor represents their client – the shipper, owner or agent- while the AO represents the Australian Government.

These are distinct roles, but they work together to achieve a common objective.

11.1 What happens if the vessel is fit to load?

Once the Accredited Marine Surveyor has completed the survey and is satisfied the vessel meets the required standard for loading consumable prescribed plants or plant products, the FTL certificate may be issued. If minor work is still required, the certificate must not be issued until all work is complete.

Once the FTL certificate is issued, a copy must be provided to the AO and the Master, and a copy forwarded to the appointing party or their agent.

The role of the Accredited Marine Surveyor is then complete. The Accredited Marine Surveyor may notify the crew of their intention to leave and disembark the vessel.

11.2 What happens if the vessel is not fit to load?

If the Accredited Marine Surveyor determines that the vessel does not meet the required standard and major work is needed, the vessel must fail the survey. Major rectification refers to work that cannot be completed by the crew while the Accredited Marine Surveyor is in attendance.

The Accredited Marine Surveyor does not need to consult with the AO before making this decision. However, the AO must be informed of any major deficiencies, as they are responsible for assessing for phytosanitary requirements.

When a vessel fails the survey, a notice of failure or hold condition report is issued to the Master. While the Accredited Marine Surveyor is not required to provide instructions on **how** to remedy deficiencies, it is good practice to issue a report or notice that highlights the reasons for the vessel's failure.

A sample hold condition report is included in Appendix 2 of this Standard.

The Accredited Marine Surveyor must also notify the appointing party or their agent once the notice has been issued. The role of an Accredited Marine Surveyor is then considered to

be complete until re-survey is requested. They may notify the crew of their intention to leave and disembark the vessel.

Once the deficiencies have been rectified, the appointing party or their agent may request a re-survey. If the vessel still does not meet the required standard, the Accredited Marine Surveyor must advise the Master and repeat the failure process. There is no limit on the number of re-surveys undertaken by the Accredited Marine Surveyor until the vessel is assessed as fit to load.

When re-surveying the vessel, the Accredited Marine Surveyor must examine not only previously identified deficiencies but also check for any new contamination. This may result from dislodged residue, use of cleaning chemicals or water, insect or pest treatments, or any other changes to the holds since initial survey.

If the vessel meets the required standard at re-survey, the Accredited Marine Surveyor may proceed in accordance with the process outlined above.

12. Accredited Marine Surveyor records

Once the survey has been completed, the vessel has passed, and the FTL certificate has been issued, the Accredited Marine Surveyor must retain all records, including photographs, for a minimum of 5 years.

These records may be called upon by:

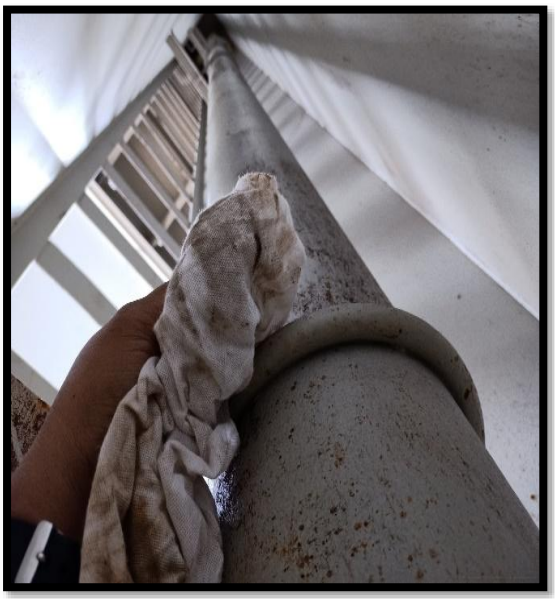
- the government,
- the Accredited Marine Surveyors' client, in the instance of an issue with contamination of the loaded consumable prescribed plants or plant products
- AIMS in undertaking an internal audit of Accredited Marine Surveyor records.

Note: A copy of the FTL certificate must be forwarded to grain@aimsurveyors.com.au within 48 hours of completing the survey, in accordance with the certification requirements in this Standard.

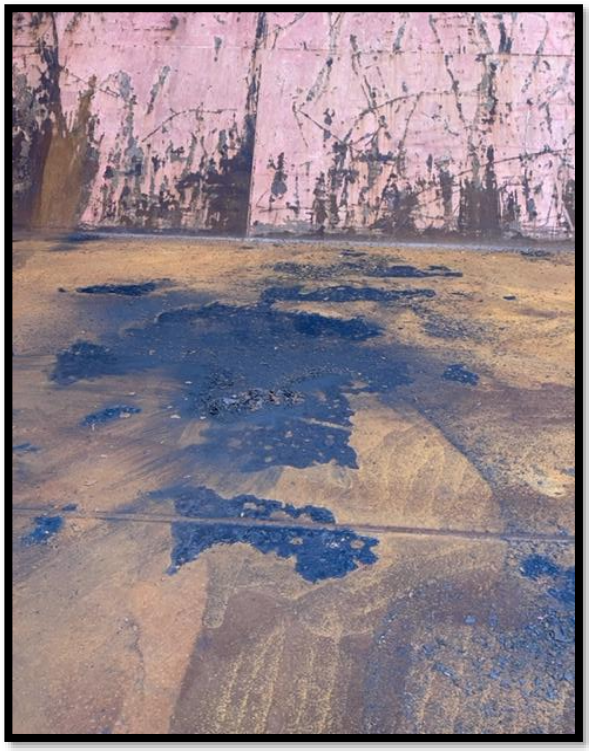
13. Photos

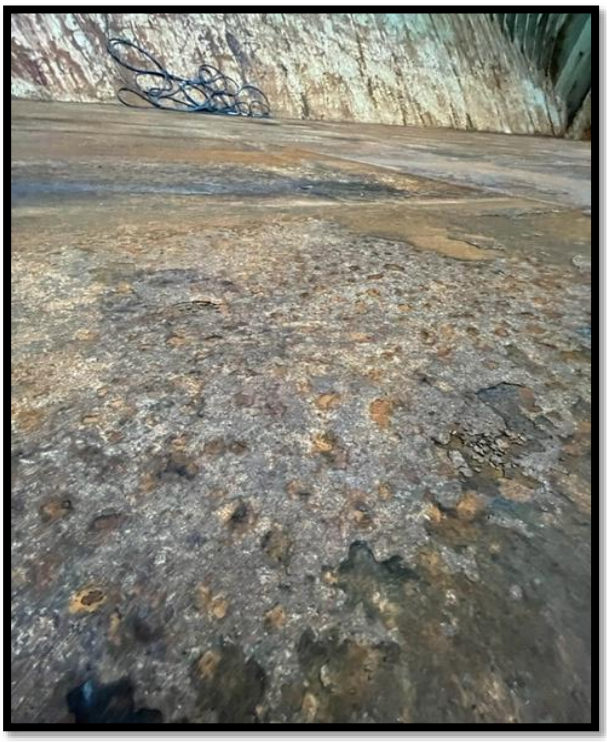
13.1 Previous Cargo Residue

13.2 Transferable stain

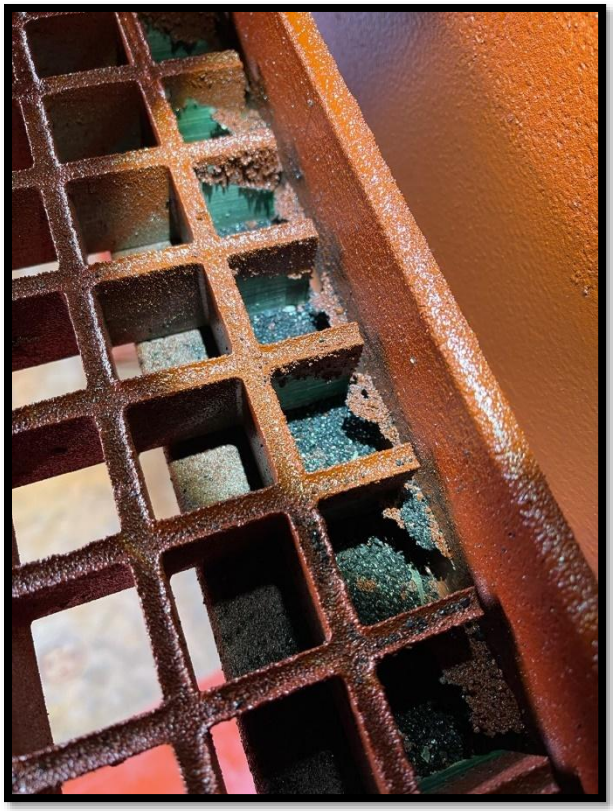


13.3 Loose Scale Rust






2021/09/03 12:12



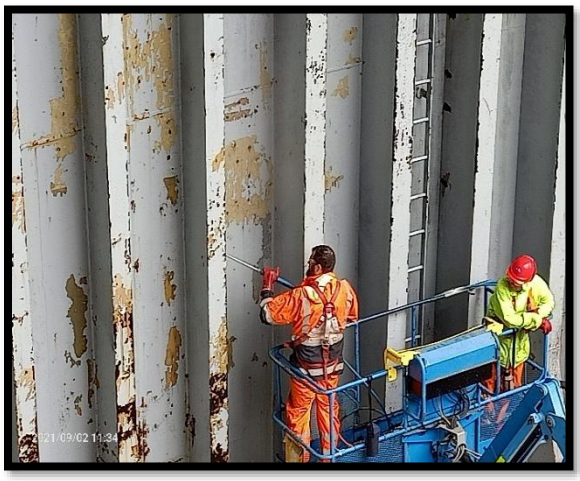
13.4 Oxidation rust






13.5 Hard Rust

13.6 Flaking and Blistering Paint



13.7 Paint in acceptable condition

13.8 Structural damage

14. Reference Material

The following reference materials were used in the preparation of the Standard:

1. *Export Control Act 2020*
2. Export Control (Plants and Plant Products) Rules 2021
3. Australasian Institute of Marine Surveyors Common Survey Code V3; 2009
4. Australian Maritime Safety Authority – Marine Order 33 (Cargo and cargo handling – grain); 2016
5. Australian Maritime Safety Authority - Marine Order 42 (Carriage, stowage and securing of cargoes and containers); 2016
6. The Standard – Standard Cargo; Charles Taylor & Co Limited; 2011
7. IMO International Code for the Safe Carriage of Grain in Bulk (International Grain Code)
8. Department of Agriculture – Volume 10: Survey of Empty Bulk Vessels: ORAN Pilot; 2016 as replaced by Guideline: Inspection of empty bulk vessels for export, Work instruction: Inspecting empty bulk vessels for export.
9. Standards for Empty Shipping Container Survey – Version 2; May 2021

15. Definitions and Abbreviations

Act	*Export Control Act 2020*
Accredited Marine Surveyor	A marine surveyor who is accredited by AIMS under the AGSA Scheme
AGSA Scheme	Accredited Grain Surveyor Assurance Scheme
AIMS	Australasian Institute of Marine Surveyors
AMSA	Australian Maritime Safety Authority
Authorised Officer (AO)	Individuals who are trained and assessed by the Department of Agriculture, Fisheries and Forestry (DAFF) and are appointed as Australian Government official under the *Export Control Act 2020* (Cth). An AO is able to perform a range of export functions on behalf of the DAFF.
Bulk Vessel Inspection Authorised Officer (BVI AO)	An Authorised Officer who holds qualifications and job functions to conduct inspections for bulk vessels
Bulk Vessel	The same meaning as the Plant Rules, that is, a vessel that is designed to be used to transport prescribed plants or plant products in bulk from Australian territory to a final overseas destination
Bulk Vessel Survey	Means the survey of a bulk vessel by an Accredited Marine Surveyor, also see survey
Contaminant	Any foreign matter whether organic or inorganic
FTL Certificate	Fitness to Load Certificate also called Marine Surveyor Certificate
Plant Rules	Export Control (Plants and Plant Products) Rules 2021
PPE	Personal Protective Equipment
Standard	*Standard for Empty Bulk Vessel Surveys by Accredited Marine Surveyors*
Survey	The survey process carried out on a bulk vessel by an Accredited Marine Surveyor to assess a vessels Fitness to Load, also see Bulk Vessel Survey
Surveyor	An Accredited Marine Surveyor
WHS	Workplace Health and Safety

16. Appendices

16.1 Appendix 1 Fitness to Load Certificate Template

<table>
<tr><th colspan="6">CERTIFICATE OF FITNESS TO LOAD GRAIN</th></tr>
<tr><td>Vessel Name</td><td colspan="5"></td></tr>
<tr><td>Country of Registry</td><td colspan="2"></td><td>IMO number</td><td colspan="2"></td></tr>
<tr><td>Net tonnage (GRT)</td><td colspan="2"></td><td colspan="2">Accreditation Id Number</td><td></td></tr>
<tr><td colspan="3">Holds surveyed (tick hold numbers)
1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐</td><td>Port of Survey</td><td colspan="2"></td></tr>
<tr><td>Name of Accredited Marine Surveyor</td><td colspan="2"></td><td>Time of survey start</td><td colspan="2"></td></tr>
<tr><td>Signature</td><td colspan="2"></td><td>Time of Survey Completion</td><td colspan="2"></td></tr>
<tr><td>Trainee surveyor</td><td colspan="2"></td><td>Date of Survey</td><td colspan="2"></td></tr>
<tr><td>Signature</td><td colspan="2"></td><td>Certificate Expiry Date</td><td colspan="2"></td></tr>
<tr><td colspan="6">This is to certify that the abovenamed vessel:
has been surveyed in accordance with the prescribed Standard for Empty Bulk Vessel Surveys by Accredited Marine Surveyors,
was, at the time of the survey, deemed free of conditions that could result in contamination, wetting or imparting an odour on the prescribed goods for the voyage described, and
that the vessel was deemed to meet the requirements and is fit to load and carry the prescribed goods.
This Certificate has been issued as prescribed in the Export Control (Plants and Plant Products) Rules 2021 and the Australian Stowage Requirements for Vessels Loading Grain.

It is not an approval to start loading or a Certificate of Seaworthiness. Final approval is determined by Australian Department of Agriculture, Fisheries and Forestry, and Australian Maritime Safety Authority (AMSA) representatives.</td></tr>
<tr><td colspan="3">I, the Master of the abovementioned vessel declare that I have sighted the dentification card of the attending Accredited Marine Surveyor.</td><td colspan="3">Vessel Stamp</td></tr>
<tr><td colspan="3">Master Name</td><td colspan="3">Signature</td></tr>
</table>

CERTIFICATE OF FITNESS TO LOAD GRAIN	
Vessel Name	

ADDENDUM TO CERTIFICATION

I, the Accredited Marine Surveyor,

☐ have received a certificate of guarantee from the Master/Chief Officer of the vessel for the operation of bilge pumps and non-return valves for vessel cargo holds and watertight integrity of the hatches with this Certificate. Yes / No

☐ have sought guarantee of the operation of the bilge pumps and non-return valves for the vessel cargo holds. Yes / No

☐ have undertaken testing of the bilge pumps and non-return valves for the vessel cargo holds Yes / No

☐ have provided the Authorised Officer with a copy of this certificate. Yes/ No

☐ have provided this certificate to the vessel Master. Yes / No

☐ have forwarded a copy of this certificate / will forward a copy to AIMS Yes /No

☐ have provided the following comments/advice to the Master, Crew, or Authorised Officer. Yes /No

COMMENTS: comments can include general condition of the vessel, advice on cleaning requirements or repairs required to prevent the vessel being failed by the Authorised Officer (AO) and any other information provided to the Master or Crew of the vessel or AO.

Surveyor Name	Accreditation number/ ID Number

16.2 Appendix 2 Hold Condition Report

HOLD CONDITION REPORT

This report is issued only when cleaning is required following a survey by an Accredited Marine Surveyor

<Name of Vessel>

Has been surveyed by the undersigned Accredited Marine Survey on <insert date> and the following has been found.

a. Old cargo residues of <insert cargo> likely to contaminate the grain cargo are present in the following areas:

……

……

……

……

……

……

b. Non-organic contaminants of <insert type of contaminants> likely to contaminate the grain cargo are present in the following areas:

……

……

……

……

……

……

c. Bilge suction to be tested in holds: ……

d. Additional requirements:

……

……

……

<Insert Name>

Accredited Marine Surveyor

16.3 Appendix 3 Certificate of Guarantee (Operation of Bilge Pumps)

CERTIFICATE OF GUARANTEE.

OPERATION OF BILGE PUMPS AND NON-RETURN VALVES FOR VESSEL CARGO HOLDS

THIS IS TO CERTIFY that in the absence of a physical test being carried out, the undersigned Marine Surveyor has requested the vessel to guarantee the operation of bilge pumps and non-return valves for the relevant cargo holds.

VESSEL _____

PORT _____

BERTH _____

CARGO _____

Date & Time _____

Cargo Holds _____

The vessel is also advised that the operation and recent testing of bilge pumps and non-return valves for the cargo holds are the responsibility of the vessel.
The above is in accordance with the Australian Stowage Requirements for Vessels Loading Grain.

Marine Surveyor _____ Name _____

Signature _____ Rank _____

Date _____ Signature _____

Vessel Stamp

16.4 Appendix 4 Roles and Responsibilities

Accredited Marine Surveyor responsibilities	Bulk vessel authorised officer responsibilities (BVI AO)
Understand what constitutes a compliant FTL certificate. Consider using the FTL certificate template in this Standard. See Appendix 1.	Understand what constitutes a compliant FTL certificate. See Appendix 1 for an example certificate.
Hold current AGSA accreditation, ensure it is published on the AIMS website, and carry a valid identification card (ID). The Accredited Marine Surveyor must present their ID to the Master and the BVI AO (if present) on arrival at the vessel.	Check that the surveyor conducting the survey, and issuing the FTL certificate, is accredited under the AGSA scheme. Refer to the AIMS website to check they hold a valid accreditation status and identification card (ID) at the time of the survey.
Schedule all surveys conducted during daylight hours. Surveys must not commence until 30 minutes after sunrise and must be completed no later than 30 minutes before sunset.	Schedule all bulk vessel inspections during daylight hours. Inspections must not commence until 30 minutes after sunrise and completed no later than 30 minutes before sunset.
Obtain from the Master or Chief officer: • a record of the last 3 cargoes • details of any cleaning chemicals used • the intended stowage plan (holds to be surveyed) • vessel particulars, including the IMO number of the vessel.	Ensure that bulk vessel holds identified for loading consumable prescribed plants or plant products are fit to load. Holds must be examined with hatch covers fully open, and all areas, including dark paint stains, gaps between frames, brackets, and areas behind access ladders and pipes must be inspected. Holds must be free from contamination, including: • loose residue from previous cargoes • transferable stains from previous cargoes • loose paint and or rust scale • old dunnage or strapping • odours from previous cargoes/ pest treatments/ uncured paint • moisture/pooling water • unsanitary conditions, including rodents
Provide AIMS with a copy of the FTL certificate within 48 hours of completing the survey.	Receive, validate and record completed FTL certificates, and record details, including Accredited Marine Surveyor's name, on the bulk vessel inspection record.
Read and understand *the Standard for Empty Bulk Vessel Surveys by Accredited Marine Surveyors* and conduct fitness to load surveys in accordance it to ensure compliance with accreditation requirements.	Conduct bulk vessel inspections following all applicable work instructions, guidelines, WHS requirements, processes, policies and legislative requirements.
Advise the Master of any condition that may cause the vessel to fail a bulk vessel approval by a BVI AO. Use the comments section of the FTL certificate.	Ensure that cleaning and treatment of holds and vessel structures and components are monitored and that all issues are rectified and confirmed as suitable for loading.

Accredited Marine Surveyor responsibilities	**Bulk vessel authorised officer responsibilities (BVI AO)**

When conducting surveys in accordance with the AGSA Scheme, Accredited Marine Surveyors must:
• ensure all nominated holds are suitable for carrying grain, there is no egress of water via hatch covers or bilges and no hard rust is likely to loosen and contaminate cargo, or any other parts of the hold (for example, ladders, ventilation, trunking and supporting structures)
• ensure all loose rust and flaking hard rust scale is chipped, lifted and tested to determine whether they present a contamination risk
• ensure hatch covers are opened, and cargo holds are clean, dry and free from odours and contaminants. Hatch covers and sealing faces must be in position and watertight – refer to section 8.3
• check the bilge and bilge wells to confirm that they are free of any odour and contamination, and that bilge cover plates are grain tight
• check that bilges are sealed and watertight, and that bilge wells are clean and dry with pumps in good working order
• obtain a Certificate of guarantee from Master or Chief officer, where required, for:
  ○ bilge pumps
  ○ non-return valves for vessel cargo holds
  ○ hatch watertight integrity
• check that the following are in good operational condition, and inform the Master if any faults need rectification:
  ○ deck beams
  ○ shell plating
  ○ frames
  ○ beam knees
  ○ hopper side tanks
  ○ transverse bulkheads
  ○ piping
  ○ horizontal structures, including walkways
  ○ tank tops
• examine tank top surface, including the perimeter of the hold, particularly where the tank top meets the bulkhead.
• manhole covers must be removed and checked thoroughly
	When conducting empty bulk vessel inspections for consumable prescribed plant and plant products, BVI AOs must:
	• inspect vessels before loading and recording the survey, from start to finish, using a head or face mounted video recording device
	• inspect vessel for evidence of live insects, live or dead rodents and infestible and non-infestible residues
	• confirm bilge covers are sealed and watertight
	• ensure that deck structures, beams or coamings, mooring ropes and dunnage do not harbour cargo residues or contaminants
	• ensure mast houses and fo'c's'le lockers are clean, free from contaminants and do not harbour rodents
	• issue, withhold, suspend or revoke a bulk vessel approval, where necessary and appropriate, based on completed inspection.

Accredited Marine Surveyor responsibilities	**Bulk vessel authorised officer responsibilities (BVI AO)**
• survey vessel for structural damage and confirm that all structures are operational • communicate all required remedial action to Master, Chief officer and BVI AO, when a vessel fails a survey due to damage, infestation, rust, etc.	

16.5 AGSA Scheme Code of Conduct

Accredited Grain Surveyor Assurance (AGSA) Scheme

Code of Conduct

PURPOSE

This Code of Conduct has been developed:

- as a mandatory code under the AGSA Scheme to guide your behaviour as an Accredited Marine Surveyor and to promote transparency, accountability, and professionalism among AGSA Accredited Marine Surveyors.
- to provide assurance to the dry bulk export industry that AGSA Accredited Marine Surveyors adhere to the *Standard for Empty Bulk Vessel Surveys by Accredited Marine Surveyors* (the **Standard**).
- to uphold your independence as an Accredited Marine Surveyor and to assist you in managing conflicts of interest.

ABOUT THE AGSA SCHEME CODE OF CONDUCT

The AGSA Scheme Code of Conduct (the **Code**) highlights the Standard and sets out the minimum behavioural requirements for AGSA Accredited Marine Surveyors. It focuses on compliant and effective marine surveying practice under the AGSA Scheme (Scheme) and your obligation, as an AGSA Accredited Marine Surveyor, to act ethically and professionally.

CORE VALUES UNDER THE SCHEME

Expertise, Integrity and Quality are core values underpinning this Code. They represent the behaviours you are expected to demonstrate when fulfilling your role.

- **Expertise** – Hold appropriate qualifications and experience and maintain professional insurance. Enhance your skills through continuous professional development activities, participation in industry information sessions, and mentoring surveyors seeking accreditation.
- **Integrity** – Demonstrate commitment to the AGSA regulatory framework by working in accordance with the published Standard and identifying, disclosing, and managing conflicts of interest.
- **Quality** – Promote, adopt and apply the seven Best Practices Principles (BPP) described in this Code and relevant professional surveying standards.

RESPONSIBILITIES UNDER THE CODE OF CONDUCT

AGSA Management Responsibilities

The AGSA Scheme management team, which comprises representatives from Australasian Institute of Marine Surveyors (AIMS) and the Commonwealth of Australia, is responsible for behaving with integrity, exercising leadership and effectively managing the Scheme by ensuring that:

- the Code is understood and complied with by all AGSA Accredited Marine Surveyors
- they comply with all requirements to identify, disclose and manage their own conflicts of interest
- all complaints, grievances and disputes are addressed promptly and within the guiding principles of transparency, fairness, respect and accountability - this includes complying with Scheme policies and procedures and legislative requirements relating to confidentiality and privacy
- you are treated fairly and without bias or prejudice
- you are held accountable for your performance,
- due diligence is applied in all dealings with you, and
- there is no retaliation against you, or any person, who raises complaints in good faith about business practices or ethics.

Your responsibilities as an AGSA Accredited Marine Surveyor

The success of the industry and the Scheme depend on the trust and confidence we earn from those we work with. You are responsible for exercising independent judgement and acting with integrity, objectivity, and competence.

You are responsible for:

- conducting your work in accordance with the seven Best Practice Principles described in this code
- maintaining required insurance obligations
- refusing improper payments or rewards in connection with Fitness to Load surveys
- making informed, independent pricing and marketing decisions and refusing to collude on price
- remaining independent in your advice and impartial in all business dealings with clients, employers, contractors, brokers, agents, shippers, insurers and any other individuals or business entities
- working in accordance with the published Standard,
- acting professionally and honestly when performing your role, including by keeping accurate records, and
- maintaining your knowledge by attending information sessions and keeping up to date with emails, Scheme materials and guidelines relevant to the Scheme.

BEST PRACTICE PRINCIPLES (BPP)

BPP 1 Independence and Impartiality

- Act without favour or influence by making objective assessments, regardless of employer or contractor expectations.
- Declare conflicts of interest and follow your approved conflict-of-interest management plan where required.
- Uphold these Best Practice Principles at all times, including when under pressure to act inconsistently with them.

BPP 2 Integrity

- Maintain professional conduct.
- Uphold the highest ethical standards by treating all stakeholders fairly and with respect.
- Commit to honest marketing and transparent pricing and avoid misrepresenting qualifications or services.

BPP 3 Reporting

- Ensure reports are factually correct, clearly written, and structured to provide clarity and context for clients.
- Support observations with appropriate evidence and ensure any recommendation are proportionate to the level of risk identified.
- Maintain traceability and comply with applicable record-keeping requirements.

BPP 4 Duty of Care

- Exercise your duty of care by identifying and reporting any deficiencies that could compromise dry bulk export quality or safety of the vessel and crew.
- Clearly identify any rectifications required before a vessel can be certified as fit to load, in your report.
- Comply with all work health and safety standards and encourage others to do the same.

BPP 5 Preparation and Planning

- Confirm that your accreditation profile is published on the AIMS website and that your identification card is valid, prior to accepting an appointment to undertake a survey.
- Carry your identification card at all times when undertaking survey activities.
- Be punctual and plan for potential technical, logistical or environmental issues, including common contingencies.

BPP 6 Survey Procedures

- Read and comply with the published Standard.
- Use an existing AIMS structured checklist or create one tailored to the Standard.

- Apply both visual and technical survey methods.
- Clearly document anomalies using photographs, measurements, and contextual notes
- Act politely, professionally and honestly when engaging with clients and other surveyors.

BPP 7 Professional Approach

- Attend information sessions, read and respond to emails and commit to reading updated Scheme materials and guidelines as necessary.
- Remain informed about renewal requirements and your accreditation obligations.
- Seek additional training or clarification from the AGSA management team where you are unsure about any requirement or matters.
- Identify what constitutes a breach or non-compliance with the Standard and how your accreditation may be affected, (including through suspension or cancellation), and adopt survey practices that reduce risks of breaches or non-compliance.

Acknowledgement of acceptance

I have read the AGSA Scheme Code of Conduct and understand my obligations under the code.

As an AGSA Accredited Marine Surveyor, I agree to comply with the AGSA Scheme Code of Conduct for the duration of my accreditation.

I understand that a breach of the AGSA Scheme Code of Conduct or the *Standard for Empty Bulk Vessel Surveys by Accredited Marine Surveyors* may result in suspension or cancellation of my AGSA accreditation.

Name:

_____

AGSA Scheme ID number (if available):

_____

Employer or Trading name:

_____

Signature: Date: