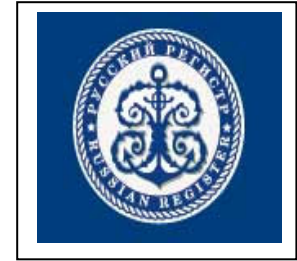
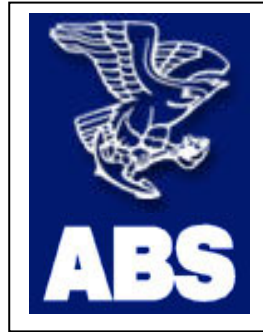
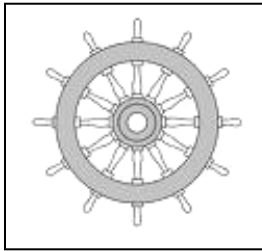


## ULTRA-SEP Certifications



### 1. Type Approval in accordance with IMO Resolution MEPC.107(49)

Type Approval is a typical certificate in accordance with MEPC.107(49) provided by an authorized agency of Ship Flag State. The ULTRA-SEP has received the Type Approval Certificates in accordance with MEPC.107(49) by:

- a. **USA/ United States Coast Guard (USCG):** The ULTRA-SEP was the first unit Type approved to MEPC.107(49) by the US Coast Guard. The standard system utilizes a Smart Bilge Cell monitor which is also certified by the US Coast Guard and RMRS.
- b. **RUSSIA/ Russian Maritime Register of Shipping (RMRS)**

### 2. European Council Marine Equipment Directive (EC MED) Type Examination (Module B) & Production Quality Assurance Certificates (Module D, or E or F):

It is required that marine equipment be certified for EU flag state in accordance with MED 2014/90/EC of 18<sup>th</sup> September 2016. The Directive helps to unify and harmonize between EU states. The marine equipment is only required to be certified by one Notified Body (certified agency with Identification Number) and does not need to be recertified by other country agency in EU. ULTRA-SEP has been certified for both Module B & D by **ABS-London, Notified Body ID# 0729**

### 3. Type Approval by Classification Society\* (CS):

The type approval certificate by CS is not required in accordance with MEPC.107(49). The certificate is only an option. The ULTRA-SEP has applied for and received the certificate from American Bureau of Shipping (ABS). CWS Quality Control is also under ABS supervision, which annually conducts the survey to make sure our Quality Control and Quality Assurance meet all design and build requirements. *See attached information regarding International Association of Classification Societies (IACS)*

### 4. Quality Control & Quality Assurance:

CWS is an ISO 9001:2015 registered company. CWS also received the Production Quality Assurance Certificate in accordance with EC MED.

### 5. Factory Acceptance Test (FAT) Witness

As mentioned, the Classification Society (CS) type approval certificate is not required; however when shipyard or owner requires written approval from the ship's Classification Society, the best option is to

employ a surveyor from the U.S.A local chapter of the respective Classification Society. The CS surveyor, as representative of the owner or shipyard, will arrange to visit the CWS facility and witness the Factory Acceptance Test (FAT). Upon review of the system design and successful completion of the FAT, the surveyor will provide a test report, which is in final document provided to shipyard or owner for further use in International Oil Pollution Prevention Certification of the ship or offshore unit. This procedure will reduce the cost and time for a typical type approval by CS. The price will be invoiced at cost.

#### **6. Certificate for hazardous area installation:**

Due to any hazardous area requirements the ULTRA-SEP will need to be custom designed and will require the certification by designated agency such as ATEX Notified Body, Classification Society, UL, FM or IEC for hazardous area certification. This special certificate will be provided on a case by case basis and is billed at cost.

#### **7. Special Certificate required by Shipyard or Owner:**

Special certificates will be provided on a case-by-case basis

#### **8. Monitor Certification**

Currently, CWS has standardized the Rivertrace Smart Cell Oil Content Detector for its ULTRA-SEP package. The Smart Cell is fully certified by USCG, EC MED in accordance with IMO Resolution MEPC.107(49).

#### **9. Certificate Expiration**

The expiration date on certificate is only for manufacturer. The certificate onboard the ship does not need to be renewed and is valid for the life of equipment. For example, if a system is sold on Jun 2012 and the certificate onboard the ship has the expiration date of Aug 2013, that certificate is still valid for the rest of equipment life.

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#### **International Association of Classification Societies (IACS)\***

More than 50 organizations worldwide define their activities as providing marine classification. Ten of those organizations form the International Association of Classification Societies (IACS). It is estimated that these ten societies, together with the additional society that has been accorded associate status by IACS, collectively class about 94 percent of all commercial tonnage involved in international trade worldwide. The IACS consists of ABS, BV, CCS, DNV, GL, KR, LR, NK, RINA and RS.

Unified Requirements (UR) are resolutions on matters directly connected to or covered by specific rule requirements and practices of classification societies and the general philosophy on which the rules and practices of classification societies are established. In our case the specific rule requirement is MEPC.107(49) and this precedent is set by IMO. Each Member and Associate remains free to set more stringent requirements, for example DNV has a CLEAN SHIP notation which requires oily discharge of 5 ppm or less. It is anticipated that the IMO will continue to set the top-level goals and levels of risk regarding safety and environmental protection and the class societies enact rules to achieve these goals, within their sphere of activity. Under the code of UR IACS members will recognize MEPC.107(49) certificates from other members. It is always recommended to confirm with the local office of your ship's classification society.

*\* For more information on the IACS and description above visit the IACS website at <http://www.iacs.org.uk/> and view the document "**CLASSIFICATION SOCIETIES – WHAT, WHY and HOW?**" or request a copy at [info@worldwater.com](mailto:info@worldwater.com)*