



Annex 1 to

the Agreement of 03 April 2014 between the Administration of the Netherlands and **Recognised Organisation**, hereafter referred to as RO, governing the authorisation of statutory survey and certification services of ships registered in the Netherlands, flying the flag of the Kingdom of the Netherlands and classed by RO

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1 General

RO is hereby authorised to carry out statutory survey, verification and certification services on behalf of the Administration as mentioned hereafter with respect to ships registered in the Netherlands and flying the flag of the Kingdom of the Netherlands and classed by RO, in accordance with the applicable instruments, also published on the website of the Administration, on conditions as specified in the Agreement.

Issue and withdrawal of certificates by RO will be performed in accordance with the "Decree Mandate and Authorisation of certification of sea-going ships", hereafter referred to as Annex IV.

2 Scope of authorisation

2.1 Surveys

The Administration will carry out the following surveys:

- the surveys of 'NSI-classed' vessels with a length of more than 24 meters;
- the surveys regarding seagoing sailing vessels not classed by RO in accordance with the applicable international legislation;
- All surveys of fishing vessels, with exception of certain surveys of fishing vessels with a length of more than 75 meters; see appendix

The RO is authorised to carry out all other surveys, audits, verifications and inspections as further specified in Appendix 1 to this Annex.

With respect to the audits, verifications and inspections in accordance with the ISM, ISPS Codes or the MLC 2006, the authorisation is not limited to ships classed by RO/RSO or companies operating ships classed by RO.

The Administration is obliged to report its findings in a proper format to the relevant RO in order to ensure proper maintenance and completeness of survey data.

2.2 Certification

The Administration will issue the following certificates:

- the registry documents such as the Certificate of Registry (Zeebrief);
- the Continuous Synopsis Record;
- the Safe Manning Document and all other documents in relation to manning;
- the Declaration on Maritime Labour Compliance – Part I;
- the Permit to Operate High Speed Craft;
- the Permit to Operate Dynamically Supported Craft;
- the Statement of Compliance in accordance with the Condition Assessment Scheme;
- the Permit in accordance with article 2bis of the Netherlands Ships Act;
- the Liability Certificates;
- the INF Certificate;
- the certificates of 'NSI-classed' vessels;
- the certificates regarding seagoing sailing passenger vessels not classed by RO in accordance with the applicable international legislation;



- type approval of A2 and not listed equipment in MED 96/98/EC;
- all certificates for fishing vessels;
- tripartite declarations;
- All exemptions in relation to the issued certificates by the Administration;
- Specific National Declarations.

The RO is authorised to issue and endorse all other certificates as further specified in Appendix 1 to this Annex. If deemed necessary the RO may issue short-term certificates or documents. Consultation with the Administration is necessary in case a short-term certificate is issued.

In case of short notice, RO is authorised to issue the certificate/ document, with consultation afterwards.

With respect to the certification in accordance with the ISM, ISPS Codes or the MLC 2006, the authorisation is not limited to ships classed by RO/RSO or companies operating ships classed by RO.

2.3 *Certificates*

2.3.1 Issue

The issue of the certificates by RO is on behalf of the Government of the Netherlands. Authorised functions performed by and certificates issued by RO will be accepted "as performed" by the Administration. This is the principle of "acting on behalf" by mandate. As prescribed by the "Decree Mandate and Authorisation of certification of sea-going ships", the Administration will provide a "standard" letter to accompany the issue of certificates and to fulfil the obligations regarding national public law.

As stated in article 9.4 of the Agreement the appeals have to be dealt with by the Administration. The purpose of this "standard" letter is also to clarify to the addressee to whom he or she can lodge an appeal in case of objections against the issue, non-issue or withdrawal of the certificate.

It's the responsibility of RO to let the certificate be accompanied by the proper standard letter.

A valid Certificate of Registry (Zeebrief) is mandatory at the time the certificates are issued.

2.3.2 Format of certificates

Certificates required in compliance with an international convention, code or national legislation, shall be issued in a format specified in that instrument.

2.3.3 Particulars in certificates

- The ship's IMO number shall be entered in all certificates;
- All ships certificates, with the exception of the SMC, ISSC and ML Certificate, shall be harmonised to a common anniversary date;



- The text of all certificates shall be in the English language;
- The tonnage figure in all certificates shall be the GT as stated in the 1969 Tonnage Certificate. However, for ships of which the keel has been laid prior to 18 July 1994, the GRT in accordance with 1948 Tonnage Measurement Convention may be used, with exception of the SMC and ISSC. The following footnote shall be printed in all certificates to which the aforementioned situation applies: "In compliance with Res. A. 791(19) the above mentioned gross tonnage has been measured by the Administration in accordance with the national tonnage rules which were in force prior to the entering into force of the International Convention on Tonnage Measurements 1969".

2.4 *Survey and other procedures*

2.4.1 HSSC Protocol 1988

Cargo and passenger ships, to which the international conventions are applicable, are to be surveyed in accordance with HSSC Protocol 1988, as further detailed in Res. A.1053(27), as amended.

Special attention is required for inspection of the outside of the passenger ships' bottom. These surveys must be in compliance with article 5.10 of the aforementioned Protocol.

With regards to the "restore date" of a certificate it is emphasized that in case a required survey has not been carried out or has been carried out outside the "window", an additional survey is mandatory. The scope and the depth of the survey is to be decided by the Administration. After this survey has been carried out to the satisfaction of the Administration or RO, the certificate shall be provided with the following note: "*at the request of the Netherlands Administration a more thorough and stringent survey has been carried out, after which the validity of this certificate has been restored*".

2.4.2 Transfer of ships to Netherlands registry

2.4.2.1 EC convention ships

The EC Regulation 789/2004, as amended is applicable for EC ships transferring to Netherlands' registry. The statutory full term certificates issued in compliance with the international conventions will be recognised.

At the time of transfer RO shall survey the ship to confirm that the condition of the ship, its equipment and procedures (ISM and security) are in compliance with the specifications of the certificates and whether issued exemptions are in accordance with the Netherlands' applicable instruments. If serious deviations are found, RO shall contact the Administration for further instructions.

Otherwise, depending on the status of surveys, the validity of the current certificates can be continued.

Plans and documents, which in accordance with the conventions need to be approved by the Administration, shall be clearly marked as "*Approved on behalf of the Government of the Netherlands*" by RO.



2.4.2.2 Convention ships outside EC

Essentially the statutory full term certificates issued in compliance with the international conventions will be recognised.

At the time of transfer RO shall survey the ship to confirm that the condition of the ship, its equipment and procedures (ISM and security) are in compliance with the specifications of the certificates and whether issued exemptions are in accordance with the Netherlands' applicable instruments. If serious deviations are found, RO shall contact the Administration for further instructions.

Otherwise, depending on the status of surveys, the validity of the current certificates can be continued.

Plans and documents, which in accordance with the conventions need to be approved by the Administration, shall be clearly marked "*Approved on behalf of the Government of the Netherlands*" by RO.

2.4.2.3 Flag-in of Non-Convention ships (EU or from outside EU)

In principal, the statutory full term certificates issued in compliance with the international conventions will not be recognised.

A full initial survey in combination with a full review of relevant plans and documents, shall be carried out by the RO for verification of compliance with the applicable instruments.

Special attention should be paid to community (EU) and national legislation.

Furthermore, the non-convention ship shall meet the Netherlands requirements taking into consideration that retroactive requirements may be applicable. If serious deviations are found, RO shall contact the Administration for further instructions.

Plans and documents, which in accordance with the conventions need to be approved by the Administration, shall be clearly marked "*Approved on behalf of the Government of the Netherlands*" by RO.

2.4.3 Plan approval

RO is authorised to assess and approve all plans, and other documentation, such as but not limited to Cargo Securing Manuals, P & A manuals, COW manuals, Accommodation arrangements and SOPEP, required in the process to certification in compliance with the applicable instruments.

In case international conventions require plans or documentation to be approved by the Administration, the RO shall clearly mark that such plans or documentation are approved on behalf of this Administration.

2.4.4 Existing ships without RO notation for unattended engine rooms

- 2.4.4.1 Existing ships without RO notation for unattended engine rooms but with a valid document for unattended engine room in accordance with the requirements of the Administration shall be accepted to continue to sail with unattended engine room



notation without the obligation to fully comply with the relevant RO's rules. The condition of the installation shall be surveyed by RO at the required periodical surveys in accordance with the relevant Administration requirements.

2.4.4.2 In order to execute 2.4.4.1 in an efficient and proper way the Administration is obliged to submit all information to RO. Relevant ships are mentioned on the website. Reports should be on board and are also available at the Administration.

2.4.4.3 RO may refuse to act in accordance with 2.4.4.1 when in the opinion of RO the information, the condition of the ship or installation is not satisfactory. The Administration shall be informed accordingly.

2.4.5 Prototype and production testing of equipment
If RO is also a notified body in accordance with the Marine Equipment directive 96/98/EC, as amended, then RO is also authorised to carry out tests of A2 and other equipment for which in accordance with the applicable instruments a type approval is required. RO shall use standards provided by the Administration or equivalent standards. Equivalent standards shall be to the satisfaction of the Administration. However, the Administration will issue the type approval certificate, based on RO's test report(s).

2.4.6 Ship's elevators and escalators
The design, construction and the maintenance shall comply with the rules of RO or the international standard ISO 8383 and EN 81-1 and 2 (1998) for elevators and the EN 115 (1998) for escalators.
In addition to RO also the Liftinstituut is authorised to perform surveys of elevators and escalators.

2.4.7 Medical equipment
According to directive 92/29/EC, as amended, the medical equipment on board ships has to be checked annually. This annual check is considered to be part of the annual safety equipment survey.
The surveyor of the RO is authorised to countersign the relevant checklist of the medical equipment when satisfied with the results of the survey.

2.4.8 Annual testing and servicing of voyage data recorders
According to SOLAS Chapter V - regulation 18.8, voyage data recorder systems shall be subject to an annual performance test. The test shall be conducted by a testing or servicing facility authorised (approved) by the manufacturer of the voyage data recorder systems.
In connection with surveys in relation to the Safety Certificate the RO shall verify the existence of a valid certificate of compliance issued by the testing facility, stating the date of compliance and the applicable performance standards.



2.4.9 Approval of service stations for inflatable liferafts

A station servicing inflatable liferafts should be approved in accordance with IMO Resolution A.761(18), as amended. The Administration has decided to implement the resolution as follows:

- The service station shall be approved by the manufacturer of the inflatable liferafts in question and by or on behalf of the national maritime administration in the country where the service station has its premises. Separate approval by RO is not required;
- In the Netherlands the Administration has approved service stations (see website).

If the RO is able to provide objective evidence of major non-conformities in the service work performed on inflatable liferafts this shall be reported to the manufacturer of the inflatable liferaft and to the Administration.

2.4.10 Extension of service intervals on inflatable liferafts and hydrostatic release units

The authorisation stated in article 5.1 of the Agreement includes the authorisation to extend the service period of inflatable liferafts, inflatable lifejackets, marine evacuation systems and hydrostatic release units as specified in SOLAS, Chapter III, Regulation 20.8.1.1 and Regulation 20.9.1 for ships for which the RO performs surveys for the Safety Certificate. The service period must not be extended automatically but only after a well-founded request, and it must not be extended beyond the period specified in the above regulations.

2.4.11 Halon

Halon fire extinguishing systems are not allowed on Netherlands' ships. According to Regulation (EC) 2037/2000, as amended, Halon should have been decommissioned from ships before the first of January 2004. RO is requested to inform the Administration if Halon is found on board.

2.4.12 Total ban of asbestos

According to the (inter)national legislation, the application of asbestos on board ships is prohibited.

If asbestos is detected, the RO shall act upon instructions to be determined by the Administration depending on year of build, type of ship etc.

2.4.13 INF Code

The scope of surveys and certification of ships carrying INF is limited to IMO Res A.853(20) Class INF 1 and 2 ships.

- Surveys performed by the RO:
 - Ch 2 Damage stability
 - Ch 3 Fire safety measures
 - Ch 4 Temperature control of cargo spaces
 - Ch 5 Structural consideration
 - Ch 6 Cargo securing arrangement
 - Ch 7 Electrical power supplies



Are covered by the item in article 2.1: "The RO is authorised to carry out all other surveys, audits and verifications as further specified in Appendix 1 to this Annex".

- Surveys performed by the Administration:
Ch 8 Radiological protection
Ch 9 Management and training

Are covered by the item in article 2.1: "The Administration will carry out the following surveys".

This item also covers the Class INF 3 ships.

- Collective surveys performed by the RO and the Administration:
Ch 10 Shipboard emergency plan.
- The issue of certificates will be performed by the Administration.

2.4.14 Ships for which a Convention certificate is not required
RO is also authorised to carry out surveys, plan approval and other relevant activities for ships for which the relevant Convention applies, but a certificate is not required.