



Areas of special attention for ships flying the flag of the Netherlands

This document informs shipbuilders, shipowners, crewmembers and recognised organisations (classification societies) about additional or more stringent requirements and interpretations of the Netherlands flag Administration¹ in relation to the International Conventions² of the United Nations, International Maritime Organisation, International Labour Organisation and European legislation (regulations and directives). It comprises both requirements and interpretations of certain regulations which are more stringent, where experience shows that discussion is raised, requirements are misinterpreted or even forgotten. This document does not comprise any Community legislation where it is obvious to be applicable. For all relevant (inter)national legislation, mandatory requirements, policy rules, instructions to ROs (ItoROs) and Information to Shipping (ItoS), reference is made to the [Netherlands Regulatory Framework \(NeRF\) – Maritime](#).

General

In general, the NSI does not desire to have additional requirements above the International standard. However, in case additional or equivalent legislation is implemented which needs further highlighting, this can be found in this document. Besides several IMO instruments (IMO resolutions, IMO circulars and IMO codes) are given the status policy rule in NeRF, which implies that the NSI consider relevant document acceptable and a basis for equivalent forms otherwise. Please find these documents [here](#).

In addition, for more detail reference is made to the following publications:

- [Netherlands Regulatory Framework \(NeRF\) – Maritime | Instructions to Recognised Organisations](#)
- [Netherlands Regulatory Framework \(NeRF\) – Maritime | Information to Shipping](#)
- [Shipping | Human Environment and Transport Inspectorate \(ILT\)](#)
- [Flying the Dutch flag | NL Flag](#)

Further details per subject is reflected below.

Registration

Description requirement	Legal base (Dutch law) / references
General	
<p><i>Availability of data and documents</i> The person who operates a ship for which a certificate of (bareboat) registry has been issued, provides for the availability of certain data and documents regarding that seagoing vessel in his office in the Netherlands.</p>	<ul style="list-style-type: none"> - Article 7.f to the Kingdom Act on the Nationality of Seagoing Vessels - Article 9.1a. to the Kingdom Act on the Nationality of Seagoing Vessels
Full ownership	
<p><i>Principle place of business</i> For a seagoing ship to be registered in the Netherlands, the owner or one or more natural persons on behalf of the owner has a principal place of business or a branch in the Netherlands. In case where the management has been transferred to a company with an office in the Netherlands, the owner does not have to establish an office in the Netherlands, provided the owner elects domicile at the Dutch office of the company managing the vessel.</p>	<ul style="list-style-type: none"> - Article 7 to the Kingdom Act on the Nationality of Seagoing Vessels - Artikel 194a of the Dutch Civil Code, Book 8
<p><i>Further requirements / information</i> Find the registration process and further information on the ILT-Website and the website NL-Flag</p>	<ul style="list-style-type: none"> - Registering a merchant ship with a Certificate of Registry Human Environment and Transport Inspectorate (ILT) - Full Ownership NL Flag
Bareboat Charter	
<p><i>Principle place of business</i> For a seagoing ship registered outside the Netherlands to be registered in the public bareboat charter register in the Netherlands, the bareboat charterer or one or more natural persons on behalf of the bareboat charterer has a principal place of business or a branch in the Netherlands .</p>	<ul style="list-style-type: none"> - Article 9 to the Kingdom Act on the Nationality of Seagoing Vessels - Artikel 194a of the Dutch Civil Code, Book 8

¹ This document is not intended to provide information on requirements for fishing vessels or vessels registered in the overseas part of the Netherlands.

² UNCLOS, SOLAS, MARPOL, Load Lines, Tonnage Measurement, STCW and MLC,2006.

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<p><i>Conditions for re-registration in the Netherlands flag register after bareboat-out</i> If you want to re-register your vessel in the Netherlands flag register after the bareboat-out period ends, the following conditions apply:</p> <ul style="list-style-type: none"> • <u>Seafarers' employment agreements</u> You must sign a declaration confirming that, during the bareboat-out period, all requirements outlined in the seafarers' employment agreements were met. Upload this declaration with your application for re-registration. • <u>Asbestos</u> For ships which are to be temporary registered in another registry (also for Bareboat-out), agreement about the conditions on which the ship is eligible for returning to the Netherlands' Registry beforehand through/via the Classification Society If such agreement was not in place or in case the conditions were breached, a new investigation in accordance with this Instruction is required. 	<ul style="list-style-type: none"> - Article 11 to the Kingdom Act on the Nationality of Seagoing Vessels - Article 13 to the Regulation Registration Seagoing Vessels - ItoRO no. 24 - Ban on the use of Asbestos on board ships 4.2.2.1 Bareboat-out or returning to the Netherlands' Registry
<p><i>Further requirements / information</i> Find the registration process and further information on the ILT-Website and the website NL-Flag.</p>	<ul style="list-style-type: none"> - Registering a merchant ship under bareboat charter in the Netherlands' flag register (bareboat-in) Human Environment and Transport Inspectorate (ILT) - Bareboat Charter NL Flag

Publications

Description requirement	Legal base (Dutch law) / references
Several publications are to be carried on board. Internationally and also in addition nationally. Besides, some non-mandatory publications may be useful.	<ul style="list-style-type: none"> - Guidance for the carriage of publications on board ships flying the flag of the Netherlands (KVNR)
<p>For digital / electronic publications, the NSI set its position already.</p> <p>Especially reference is made to:</p> <ul style="list-style-type: none"> - Electronic Record Books under the BWM Convention - Electronic Record Books under the MARPOL Convention - Nautical Charts and nautical publications in digital format - Electronic logbook for navigational activities and incidents 	<ul style="list-style-type: none"> - Authorization Letter concerning approval of MARPOL-related Electronic Record Books - Authorization Letter concerning approval of Electronic Record Books under the BWM Convention - ItoS - SOLAS Chapter V - Safety of navigation Nautical charts (ECDIS) and nautical publications in digital format - ItoS - SOLAS Chapter V - Safety of navigation Electronic logbook for the recording of navigational activities and incidents

Security

Description requirement	Legal base (Dutch law) / references
<p><i>Information and interpretation</i> For all additional information regarding Maritime Security, such as 'frequency of searches of embarking persons', 'gangway watch' and 'SSAS', the NSI set several publications.</p>	<ul style="list-style-type: none"> - ItoS – SOLAS Chapter XI-2 - Maritime Security (ISPS) - ItoR(S)O no. 25 - SOLAS Chapter XI-Maritime Security (ISPS)
<p><i>Merchant Shipping Protection Law</i> In addition, the Netherlands has specific information related to Private Maritime Security / protection.</p>	<ul style="list-style-type: none"> - Merchant Shipping Protection Law

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Safety

Description requirement	Legal base (Dutch law) / references
<p><i>Policy Rule</i> A specific Policy Rule has set by the NSI. Further, reference is made to the safety related Policy Rules.</p>	<ul style="list-style-type: none"> - Policy Rule Safety Seagoing Vessels - Safety related Policy Rules
<p><i>Date of construction ships – application of regulation</i> The date of construction of a ship shall be deemed to be the date on which the keel of the ship was laid, or the date on which, with due observance of the provisions of the Codes, resolutions, or guidelines applicable under these regulations, a stage comparable to the laying of the keel was reached. A period of six years is set from the date of construction for the delivery of the relevant ship. If this 6-years period is exceeded, the date of construction of the ship shall be deemed to be the date six years prior to the date on which the ship was delivered.</p>	<ul style="list-style-type: none"> - Article 2 to the Ships Decree 2004 - Article 2 to the Regulation Safety Seagoing Vessels
<p><i>Asbestos</i> In addition to SOLAS Chapter II-1, regulation 3-5, the national provisions as laid down in Instruction to ROs no. 24 “Ban on the use of asbestos on board ships” apply to:</p> <ol style="list-style-type: none"> 1. All new ships irrespective of size and length, that are: <ul style="list-style-type: none"> • being built at a shipyard in the Netherlands; • being built at a shipyard outside the Netherlands under the requirements of the Netherlands flag and flying the Netherlands flag upon delivery; • being built at a shipyard outside the Netherlands under the requirements of a flag other than the Netherlands, but flying the Netherlands flag upon delivery; 2. All existing ships, irrespective of size and length, that are or will be flying the Netherlands flag. 	<ul style="list-style-type: none"> - ItoRO no. 24 - Ban on the use of Asbestos on board ships - Product Decree Asbestos - Policy Rule Safety Seagoing Vessels
<p><i>Mechanical and electrical installations</i> In general, for further and additional requirements related to mechanical and electrical installations.</p>	<ul style="list-style-type: none"> - Article 23 to the Regulation Safety Seagoing Vessels
<p><i>Electrical passenger lifts</i> The construction and design and the maintenance of electrical passenger lifts comply with:</p> <ul style="list-style-type: none"> • the rules of a classification society assigned pursuant to article 36 of the Ships Decree 2004, or: • the standard issued by the Dutch Standardization Institute in Delft, NEN 28 383. 	<ul style="list-style-type: none"> - Article 23 to the Regulation Safety Seagoing Vessels
<p><i>Emergency power supply</i> In addition to provision II-1/42.2, respectively II-1/43.2, of the SOLAS Convention, the electrical emergency power source available on board of a ship is also able to supply power during at least 36 hours, in case of a passenger ship, and at least 18 hours, in case of a cargo ship, for the benefit of emergency lighting in galleys, messes and other rooms for general use. For a cargo ship below 24 meter, the emergency power supply during at least 6 hours should be available for the benefit of emergency lighting in galleys, messes and other rooms for general use.</p>	<ul style="list-style-type: none"> - Article 23 to the Regulation Safety Seagoing Vessels
<p><i>Noise level requirements</i> For the noise requirements on Dutch flagged ships, reference is made to Overview noise level requirements - Rev.1</p>	<ul style="list-style-type: none"> - Article 23.5 to the Regulation Safety Seagoing Vessels - Article 4.1.7.2 to the Seagoing vessels crew Regulation - Netherlands Working Condition Decree - Section Noise
<p><i>Acetylene welding and cutting system</i> Requirements are set if an acetylene welding and cutting system, consisting of acetylene and oxygen bottles, including the space for storage, pipelines, hoses and appendages, is positioned on board of a ship.</p>	<ul style="list-style-type: none"> - Article 23 to the Regulation Safety Seagoing Vessels - Policy Rule Safety Seagoing Vessels - Article 5.1 - 5.3

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<p><i>Electrical welding set</i> Requirements are set if an electrical welding set with corresponding equipment is on board of a ship.</p>	<ul style="list-style-type: none"> - Article 23 to the Regulation Safety Seagoing Vessels - Policy Rule Safety Seagoing Vessels - Article 5.4
<p><i>Rudder, propeller, thrust, pitch and operational mode indicators – ship <500GT</i> The requirement of SOLAS regulation V/19.2.5.4 is applicable either to ships <500GT.</p>	<ul style="list-style-type: none"> - Article 24 to the Regulation Safety Seagoing Vessels
<p><i>Bridge Navigational Watch Alert System</i> A cargo ship with a length of 24 meters or more or a passenger ship that has been equipped with a BNWAS on or after 1 July 2009 but before 1 July 2011, shall meet the requirements of IMO resolution MSC.128(75). A BNWAS placed before 1 July 2009 may be exempted from the requirements of IMO resolution MSC.128(75).</p>	<ul style="list-style-type: none"> - Article 24 to the Regulation Safety Seagoing Vessels
<p><i>(Periodically) unattended machinery spaces</i> Guidelines for the control and safeguarding of the machinery installation for unattended engine room (SOLAS and non-SOLAS ships).</p>	<ul style="list-style-type: none"> - ItoRO no. 17 - Unattended Machinery Space - notation (UMS) - Annex 3 or Annex 3a to the RVZ
<p><i>Marine Equipment Directive</i> The MED applies to equipment (re-)placed on or after 1 January 1999 on board a ship and for which the approval of the NSI is required by the international instruments (i.e. the COLREG convention, the MARPOL convention and the SOLAS convention, together with the resolutions and circulars of the IMO giving effect to those conventions in their up-to-date version, and the testing standards). Equipment certified by the United States Coast Guard in accordance with the Mutual Recognition Agreement between the European Community and the USA (Council Decision 2004/425/EC) is in all cases considered equivalent to MED compliant and certified equipment.</p>	<ul style="list-style-type: none"> - Article 32 and Article 33 to Regulation Safety Seagoing Vessels - ItoRO no. 18 - Application of the Marine Equipment Directive
<p><i>International Regulations for Preventing Collisions at Sea</i> The NSI draw several interpretations and clarifications regarding the layout and fitting as well as the duplication of navigational lights . The requirements are contained in the COLREG. The applicability of the COLREG has been implemented in national law by means of Besluit toepassingverklaring Internationale Bepalingen ter voorkoming van aanvaringen op zee, 1972; as well as the principal statutory requirements relating to lights and signals are contained in 'Schepenwet Artikel 4.d.' & the 'Schepenbesluit 2004, Artikel 45.1'</p>	<ul style="list-style-type: none"> - ItoS - the International Regulations for Preventing Collisions at Sea

Ship structure and stability

Description requirement	Legal base (Dutch law) / references
<p><i>Offshore vessels</i> Further requirements regarding <i>offshore supply vessels</i> and <i>offshore support vessels</i>.</p>	<ul style="list-style-type: none"> - Article 21, Article 21a, Article 21b and Article 21c to the Regulation Safety Seagoing Vessels
<p><i>Further requirements regarding ships stability</i> IS-Code (2008) application for ships below 24 meter, built before, on or after 1-7-2010</p>	<ul style="list-style-type: none"> - Article 22 to the Regulation Safety Seagoing Vessels
<p><i>Probabilistic damage stability – down flooding points</i> In probabilistic damage stability calculations for cargo ships compliant with SOLAS Chapter II-2, the air pipes need not to be considered as down flooding points, provided that the air pipe closing devices, the related procedures and the ship, comply with the requirements stipulated in IMO Circular letter No. 3573 - Alternative methodology accepted under regulation II-1/4.2 of the 1974 SOLAS Convention – (GISIS no. XQ5521)</p>	<ul style="list-style-type: none"> - Article 47 to Ships Decree - ItoRO no. 28 - Automatic air pipe closing devices in the damage stability calculation - List of type approved Automating closing devices Preventing progressive Flooding (APF)

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<p><i>Open-top general cargo ships</i></p> <p>With regard to the International Convention on Load Lines (ICLL) regulation 14, and taking into account ICLL article 8, the NSI permits:</p> <ul style="list-style-type: none"> • existing open-top general cargo ships for which the keels are laid, or which are at a similar stage of construction, before the 1st of February 2018; and • new open-top general cargo ships (see ItoRO no.30 for details) <p>to be exempted from the requirement for cargo and other hatchways to be closed by weathertight covers of steel or other equivalent materials, provided that Netherlands equivalent arrangement (GISIS no. XQ42482) is complied with (see details in ItoRO no.30).</p>	<ul style="list-style-type: none"> - ItoRO no. 30 - Open-top general cargo ships - Equivalent arrangement Load Lines Article 8 - Open top general cargo ships XQ42482
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Environment

Description requirement	Legal base (Dutch law) / references
<p><i>General</i></p> <p>In general reference is made to the Policy Rule related to environment</p>	<ul style="list-style-type: none"> - MEPC Policy Rules
<p><i>Inventory of Hazardous Materials and Ship Recycling</i></p> <p>As per Article 5 of the SRR and taking into account the EIF (as per June 26, 2025) of HKC, an IHM is required which is to be maintained properly until the moment of recycling of the ship.</p>	<ul style="list-style-type: none"> - ItoRO no. 33 - Inventory of Hazardous Materials and Ship Recycling - ItoS – Inventory of Hazardous Materials and Ship Recycling
<p><i>Existing type approval BWMS under 'old G8 guidelines'</i></p> <p>Upgrading of a BWMS to the 'new G8 guidelines' (as per resolution MEPC.279(70)) or the Code for approval of BWMS is not required for existing (type-approved) systems. These systems may continue in service under its existing type-approval (as per resolution MEPC.174(58), the 'old G8 guidelines') until replacement.</p>	<ul style="list-style-type: none"> - ItoS - Ballast Water Management System Convention (BWMC) 2004 8.1 Type approval of a BWMS installed on board according to the 'old G8 guidelines'
<p><i>Type approvals that are accepted by the Netherlands' Administration</i></p> <p>A BWMS must have a National Type Approval certificate until these systems are placed on the MED list. However, taking the Regulation 789/2004/EC into account, type approvals issued by other EU Member States are also accepted. Exceptions to the above have been agreed due to special circumstances.</p>	<ul style="list-style-type: none"> - ItoS - Ballast Water Management System Convention (BWMC) 2004 8.2 Type approvals that are accepted by the Netherlands' Administration
<p><i>EEXI / CII</i></p> <p>The NSI clarifies its position and elaborates its interpretation in a publication regarding EEXI / CII.</p>	<ul style="list-style-type: none"> - Q&A regarding EEXI and CII

Manning

Description requirement	Legal base (Dutch law) / references
<p><i>General</i></p> <p>Several manning and training related national instruments are implemented as policy rule for manning.</p> <p>For general information for (for example:) manning documentation, training and operation in port reference is made to ItoS - National Legislation - Manning</p>	<ul style="list-style-type: none"> - Policy Rule Seagoing vessels crew
<p><i>CoC and CoP</i></p> <p>For the issue of a Certificate of Recognition of a non-Dutch Certificate of Competency (CoC) or Proficiency (CoP for oil-, gas- and chemical tankers) to the Act, Decree and Regulation.</p> <p>For the application of such certificates you can visit the website of Kiwa Register in both the Dutch and English language.</p> <p>For an up-to-date overview of accepted CoC's and CoP's an up-to-date list can be found here.</p>	<ul style="list-style-type: none"> - Article 27 of the Seagoing vessels crew Act; - Article 3.1.9 and Article 3.1.10 of the Seagoing vessels crew Decree - Article 3.1.7 to the Seagoing vessels crew Regulation

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<p>Nationality of the Master on Dutch ships On Dutch vessels, only persons shall be appointed master who have the nationality of:</p> <ul style="list-style-type: none"> • The Kingdom of the Netherlands; • a Member State of the European Union or one of the other States party to the Agreement on the European Economic Area, insofar as that seagoing vessel is not a fishing vessel and the Netherlands has entered into a written agreement with that State for the recognition of certificates of competency as referred to in Regulation I/10 of the Annex to the STCW Convention; • another state that is a party to the STCW Convention, if the captain concerned is in possession of written permission; which has been drawn up by employers' and employees' organizations in the merchant shipping sector (including Dredgers and Hydraulic Engineers) and the offshore sector. Respectively, by means of a private law arrangement concerning the issuance of written permission to a ship manager to appoint a person of another nationality to the position of captain. 	<ul style="list-style-type: none"> - Article 18 and 19 of the Seagoing vessels crew Act; - Paragraph 2.2. to the Seagoing vessels crew Regulation
<p>Master, officer and rating requirements – seaman’s book On Dutch vessels every master, officer and rating need to be in possession on a seaman’s book.</p> <p>Foreign nationals can use a foreign seaman’s book granted its written (at least) in the English language. Foreign seafarers working on board of Dutch flagged vessels can still decide to apply for a Dutch seaman’s book via the website of Kiwa Register.</p>	<ul style="list-style-type: none"> - Article 22 of the Seagoing vessels crew Act
<p>Declaration of communication Every ship-owner or –manager should declare, via a declaration form issued by the NSI and available on their website, that all communications with regards to the safe operations of the ship are in the same language. This declaration should be on board at all times. Formal endorsement of this declaration by the NSI is not necessary.</p>	<ul style="list-style-type: none"> - ItoS - National Legislation – Manning 3.1 Declaration of communication - Article 2.4.7 to the Netherlands Seagoing vessels crew Decree
<p>Medical fitness of seafarers Every seafarer shall be in possession of a valid seafarer medical certificate demonstrating that he or she meets the medical fitness requirements applicable to his or her position. The certificate must be issued by an approved medical examiner in the EU, EEA, or Switzerland or one of the other nations mentioned on our website. For a list of approved doctors approved by the Netherlands click here.</p>	<ul style="list-style-type: none"> - Article 31 of the Seagoing vessels crew Act - Paragraph 3.6 of Degree Crew Seagoing Ships

Cargo

Description requirement	Legal base (Dutch law) / references
<p>Carriage of timber deck cargoes Specific requirements for the carriage of timber deck cargoes (in particular approval of equipment and NEN test standards (818-2)).</p>	<ul style="list-style-type: none"> - Artikel 42 to the Regulation Safety Seagoing Vessels
<p>Cargo Securing Manual The Cargo Securing Manual, as referred to in the provisions VI/5.6 and VII/5 of the SOLAS Convention, complies with the Revised Guidelines for the Preparation of the Cargo Securing Manual determined by IMO circular MSC.1/Circ. 1353-Rev.2.</p>	<ul style="list-style-type: none"> - Artikel 44 to the Regulation Safety Seagoing Vessels
<p>Offshore support vessel An offshore support vessel as referred to OSV CHEMICAL CODE - CODE FOR THE TRANSPORT AND HANDLING OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS (Resolution A.1122(30)), complies with the requirements of the aforementioned resolution. Res.MSC.235(82) Guidelines for the design and construction of Offshore supply vessels, 2006 is also applicable.</p>	<ul style="list-style-type: none"> - Artikel 21 to the Regulation Safety Seagoing Vessels

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Medical

Description requirement	Legal base (Dutch law) / references
<p><i>Medical equipment and documentation</i></p> <p>The medical equipment including its manual, check-lists and detailed prescription of medicines / medications to be placed on board is available on board of a ship, according to the provisions of Annex 5 to the To the Regulation Safety Seagoing Vessels.</p>	<ul style="list-style-type: none"> - Artikel 25.1 to the Regulation Safety Seagoing Vessels - Artikel 49 to the Regulation Safety Seagoing Vessels - Annex 5 to the Regulation Safety Seagoing Vessels. - ItoS - Medical Affairs
<p><i>Medical First Aid Guide</i></p> <p>A Dutch copy (or English if the working language is not Dutch) of the Medical First Aid Guide for use in case of accidents involving dangerous goods (MFAG) determined by circular MSC/Circ.857 is available on board of a ship carrying dangerous goods (SOLAS, Chapter VII).</p>	<ul style="list-style-type: none"> - Artikel 25.1 and 25.3 to the Regulation Safety Seagoing Vessels - Artikel 46 (EmS-Gids (IMO)) to the Regulation Safety Seagoing Vessels
<p><i>Watertight container</i></p> <p>A watertight first-aid outfit capable of being closed tightly after use, provided with the medical equipment as set out in column R of Annex 5, including a Dutch (or English if the working language is not Dutch) list of content and manual is available in liferafts, life- and rescueboats.</p>	<ul style="list-style-type: none"> - Item II.9.25 of table 2 of Annex 5 to the Regulation Safety Seagoing Vessels.
<p><i>Medical oxygen supply system</i></p> <p>For medical oxygen supply system the NSI set an instruction.</p>	<ul style="list-style-type: none"> - ItoRO no. 19 - Medical oxygen supply system on board ships carrying dangerous goods or substances identified as a marine pollutant

Maritime Labour Conditions

Description requirement	Legal base (Dutch law) / references
<p><i>General</i></p> <p>Distinction is made between:</p> <ul style="list-style-type: none"> - existing / traditional ships (ships with a keel laying date before August 20th 2013), see here; and - new ships (ships with a keel laying date on or after August 20th 2013), see here. <p>Note that most guidelines from the MLC 2006 are, also for existing ships implemented as requirements concerning accommodation and facilities for the benefit of the seafarers on board.</p>	<ul style="list-style-type: none"> - ItoRO no. 22 - Maritime Labour Convention 2006
<p><i>Shipowner / shipmanager</i></p> <p>Reference is made to the requirements as mentioned under the paragraph 'Registraion - Principle place of business' of this document.</p>	
<p><i>Equivalencies</i></p> <p>A substantial equivalency exists allowing ships (innovative ships design, flagging in and existing ships in special cases) not to be in conformity with the Decree or the Regulation.</p>	<ul style="list-style-type: none"> - New ships: Article 4.1.24 to the Seagoing vessels crew Regulation - Existing ships: Article 4.2.19 to the Seagoing vessels crew Regulation
<p><i>Approval of accommodation</i></p> <p>The accommodation of ships must be approved before the construction, conversion or other alteration of the accommodation may start. The procedures for approval of the accommodation of ships and further information may be found on the NSI website.</p> <p>There are options for exemptions / relaxations for usual spaces.</p>	<ul style="list-style-type: none"> - Paragraph 4.1 to the Seagoing vessels crew Regulation (new ship) - Paragraph 4.2 to the Seagoing vessels crew Regulation (existing / traditional ship) - Article 4.1.3 To the Seagoing vessels crew Regulation
<p><i>Sanitary spaces</i></p> <p>All sanitary spaces shall be ventilated through an air system, independent of all other parts of the accommodation.</p>	<ul style="list-style-type: none"> - Article 4.2.6(.13 and .14) To the Seagoing vessels crew Regulation

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For exemptions / relaxations for sanitary spaces.	- Article 4.1.12 To the Seagoing vessels crew Regulation
<i>Lightning</i> For existing ships all quarters have to be lighted properly and daylight has to have sufficient access to the day quarters and night quarters.	- Article 4.2.7 To the Seagoing vessels crew Regulation
<i>Separation of dayrooms</i> On board of <u>new</u> ships of more than 400 GT, but less than 1000 GT, are separate dayrooms for: <ul style="list-style-type: none"> • the master and the officers; • the other seafarers. On board of <u>new</u> ships of 1000 GT or more are separate dayrooms for: <ul style="list-style-type: none"> • the master and the officers; • the senior ratings; • the other ratings. On board <u>existing</u> ships of 400 tonnes and over, but less than 1000 tonnes, a separate day quarter shall be provided for: <ul style="list-style-type: none"> • the master and the officers • the ratings On board of <u>existing</u> ships of 1000 tonnes and over, a separate day quarter shall be provided for: <ul style="list-style-type: none"> • the master and the officers • the ratings of the deck personnel • the ratings of the engine room personnel. <p>Note that exemptions of the above is (partly) possible.</p>	- Article 4.1.9.3 to the Seagoing vessels crew Regulation - Article 4.1.9.4 to the Seagoing vessels crew Regulation - Article 4.2.10 to the Seagoing vessels crew Regulation - Article 4.2.10 to the Seagoing vessels crew Regulation
<i>Drinking-water tanks / Freshwater tanks</i> <u>New</u> ships shall be equipped with freshwater tanks that have been isolated by cofferdams from oil tanks and holding tanks for waste water, and constructed such that there are no residues when pumped out and that the hygiene of the drinking water is guaranteed. Pipe lines, of whatever nature, may not run through freshwater tanks. On <u>existing</u> ships, drinking-water tanks may not be bounded by oil tanks or sewage tanks, but shall be separated from them by cofferdams. Pipelines, irrespective of their nature, which are not intended for the pumping out of drinking water, may not run through drinking-water tanks.	- Article 4.1.19.4 to the Seagoing vessels crew Regulation - Article 4.3.3.3 to the Seagoing vessels crew Regulation
<i>RI&E</i> For every ship an inventory and evaluation of the risks regarding safe working practice shall be provided and the outcome documented on board.	- Occupational Safety and Health Act, Article 5.

Non-convention ships

Description requirement	Legal base (Dutch law) / references
<i>General inspection requirements</i> Reference is made to additional instructions regarding the inspections for non-convention ships.	- ItoRO no. 02 - Inspections and Certification Non-Convention ships
<i>Propelled ships >24m and <500GT</i> For propelled ships of more than 24 meter and less than 500 GT, in principle, the requirements of chapters II-1, II-2, III, IV, V and XII of the SOLAS Convention are equally binding. For specific exemptions see Regulation Safety Seagoing Vessels, Article 24, Article 37a and 37b.	- Ships Decree, Article 41
<i>Propelled cargoships <24m</i> For propelled cargoships with a length below 24 metres, the requirements with respect to the National Safety Certificate are laid down in paragraph 1 of Annex 3 or Annex 3a to the Regulation Safety Seagoing Vessels.	- Article 18a. to the Regulation Safety Seagoing Vessels - Paragraph 1 of Annex 3 to the RVZ - Paragraph 1 of Annex 3a to the RVZ

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<p>Asbestos With regard to asbestos, the Products Decree Asbestos applies. Reference is made either to ItoRO no.24 – Ban on the use of Asbestos on board ships.</p>	<ul style="list-style-type: none"> - Product Decree Asbestos - ItoRO no. 24 - Ban on the use of Asbestos on board ships
<p>Non-propelled ships For non-mechanically propelled ships, the requirements with respect to the National Safety Certificate are laid down in paragraph 2 of Annex 3 or Annex 3a to the Regulation Safety Seagoing Vessels and should comply with the requirement of SOLAS Chapter V - Regulation V/19.2.1.7. Please note additional requirements for such ships in case of manned operation at sea in ItoRO no.2</p>	<ul style="list-style-type: none"> - Article 18a. to the Regulation Safety Seagoing Vessels - Paragraph 2 of Annex 3 to the RVZ - Paragraph 2 of Annex 3a to the RVZ - ItoRO no. 02 - Inspections and Certification Non-Convention ships
<p>Cargo ships <12m For cargo ships with a length of less than 12 metres, no (Inter-)National Safety Certificates is required (note: MARPOL, MLC and manning legislation are applicable).</p>	<ul style="list-style-type: none"> - Eisen aan beroepsmatig varende zeeschepen tot 12 meter Inspectie Leefomgeving en Transport (ILT)

Other

Description requirement	Legal base (Dutch law) / references
<p>Specific codes A ship for which a certificate for the MODU- Code 1979 or 1989, DSC- Code, SPS- Code or SPC-Code 2008 is needed, complies with the respective Code.</p> <p>Possible relaxations Relaxation may be applied for such specific codes.</p>	<ul style="list-style-type: none"> - Article 20 to the Regulation Safety Seagoing Vessels - ItoS - Special Purpose Ships Code (SPS Code) Application of the SPS Code and 2008 SPS Code - Article 39 to the Regulation Safety Seagoing Vessels
<p>Onboard Lifting Appliances and Winches Based on SOLAS regulation II-1/3.13 and ILO C-152, several interpretations and clarification are set in ItoRO no.03. Items such as ‘competent person’, ‘Register’, ‘Certificate’ and ‘Lifting appliances below 1000 kg’.</p>	<ul style="list-style-type: none"> - Article 40 and Article 41 to Ships Decree 2004 - Article 7.20 and Article 7.29 to the Netherlands Working Condition Decree - ItoRO no. 03 - Certification of lifting appliances and loose gear on board of ships based