



Human Environment and Transport
Inspectorate
*Ministry of Infrastructure
and Water Management*

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Date 20 September 2018
Subject Miscellaneous items regarding authorisation

Dear Sir or Madam,

Due to several omissions in our letter of 06 March 2017 and recent developments in the regulatory framework, it is necessary to revoke the earlier additional authorisation and to replace it by the authorisations below. The purpose of this letter is to expand the authorisation to Recognised Organisations (ROs) in compliance with article 9.6 of our agreement dated 03 April 2014.

The widening of the scope, comprises the following subjects.

Approval of stability instruments on tankers

NSI authorises the ROs to perform the approval of stability instruments on board new and existing tankers according to the applicable (amended) instruments. This is based on Annex 1, paragraph 2.4.3 (plan approval) of the agreement.

Effectively, these amendments require that the crew of tankers can demonstrate that the actual loading condition complies with the damage stability requirements. In general, on board of tankers, a stability instrument approved by the Administration shall be fitted.

Statutory certification services under Regulation EU No. 1257/2013 on Ship Recycling (including Fishing vessels \geq 75m)
NSI authorises the ROs for the verification of the Inventory of Hazardous Materials (article 5). Furthermore, the ROs are authorised for the initial, additional, renewal and final surveys as per article 8 of the Regulation and the issuance of the Certificate on Inventory of Hazardous Materials and the Ready for Recycling Certificate as per article 9 of the Regulation.

There is no link between the classification of the vessel and the statutory certification under the EU Regulation on Ship Recycling. Therefore, the authorization is not limited to ships classed with the RO.

The last months questions have been raised regarding the differences in development and maintenance of the Inventory of Hazardous Materials and Asbestos for ships flying the Flag of the Netherlands. Further information about this subject will follow in due course by our usual communications, as ItoRO or ItoS.

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Ballast Water Management

NSI authorises the ROs for the approval of ballast water management plans, to perform surveys under regulation E-1 and to mandate the issuance and endorsement of the International Ballast Water Management certificate under regulation E-2.

For fishing vessels ≥ 75 meter NSI authorises the ROs to perform the annual, intermediate and additional surveys and to endorse the International Ballast Water Management Certificate issued under E-2. For ships <400 GT, an approved BWM plan is required on board. For these ships, NSI also authorises the ROs for the approval of the ballast water management plans (not fishing vessels).

For ships not equipped with a ballast water system, the RO may issue a declaration that the BWM Convention is not applicable.

SOx emission control Exhaust Gas Cleaner

NSI authorises the ROs to approve the SOx Emission Compliance Plan and other mandatory MARPOL documents as specified in Resolution MEPC. 259 (68) par. 2.3 and to perform surveys for initial, annual, intermediate, additional and renewal surveys under Regulation 5, Annex VI.

Furthermore, for the issuance and endorsement of the SOx Emission Compliance Certificate for scheme A of Resolution MEPC.259(68) and Exhaust Gas Cleaning Systems (EGCS) endorsement of the IAPP certificate following the requirements of Resolution MEPC.259(68).

The authorisation includes the (MARPOL) related issues for Fishing vessels ≥ 75 meter.

Polar Code

NSI authorises the ROs to perform the statutory certification services on SOLAS Chapter XIV and MARPOL Annexes related to the Polar Code. This matter concerns all ship safety and environmental related tasks, assigned to the Administration within these regulations. Specifically SOLAS XIV, Regulation 1 to 4, regarding the introduction of the Code and the relevant chapters of Part I-A, II-A (including the guidance of the relevant parts of I-B and II-B) should be taken into account.

The authorisation includes the (MARPOL) related issues for Fishing vessels ≥ 75 meter.

The above excludes Part I-A, Chapter 12 of the Polar Code referring to manning, training and the mandatory STCW requirements.

Large Yacht Code III

With the revision of the Regulation Seagoing Vessels (1/1/2018), the Large Yacht Code III has been implemented in the Netherlands legislation. As ROs are already authorised to survey and certify ships compliant with the Large Yacht code II, surveys for compliance with the

Large Yacht code III may be performed and certificates may be issued by the ROs.

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IGF Code

The IGF Code, adopted at MSC 95 in May 2015, entered into force on January 1, 2017. NSI authorises the ROs to perform the statutory surveys and issue the statutory certificates with regard to SOLAS Chapter II-1, Regulation 57 and the IGF Code.

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With reference to the Shipping Decree Reg. 41.1, the IGF Code is applicable for ships from 24m and above.

The IGF Code will also be applicable for the category of ships <24m flying the Flag of the Netherlands by revision of the RvZ.

Since it is expected that full compliance with the IGF Code will be difficult without the recourse to Alternative Design, NSI shall be present during the risk assessment according to 4.2 of the IGF Code and during any Alternative Design assessment. For the purpose of the Alternative Design reference is made to MSC.1/Circ.1212 and MSC.1/Circ.1455 which should apply as far as practicable and in conjunction with IACS Rec.146

Data Collection System for fuel oil consumption of ships (including Fishing vessels \geq 75 meter)

Amendments to MARPOL Annex VI regarding data collection system for fuel oil consumption of ships were adopted at MEPC 70 and came into force on 1 March 2018.

NSI authorises the RO on MARPOL Annex VI, including International Energy Efficiency and classing the ship, to conduct fuel consumption data collection and reporting, for the following:

- a) Review of SEEMP Part II (DCP) and issuance of Confirmation of Compliance (COC)
- b) Verification of reporting data and issuance of Statement of Compliance (SOC)
- c) Submission of verified data to IMO Ship Fuel Oil Consumption Database

The authorization is not limited to ships classed with the RO.

Issuance of electronic certificates

NSI will, in a future amendment, change article "2.3.2 *Format of certificates*" of Annex 1 to the Agreement, as follows:

"Certificates required in compliance with an international convention, code or national legislation, shall be issued in a format specified in that instrument **and may be issued in an electronic format according to FAL.5/Circ.39/rev.2, as amended.**"

Anticipating this amendment, ROs may already apply the above.

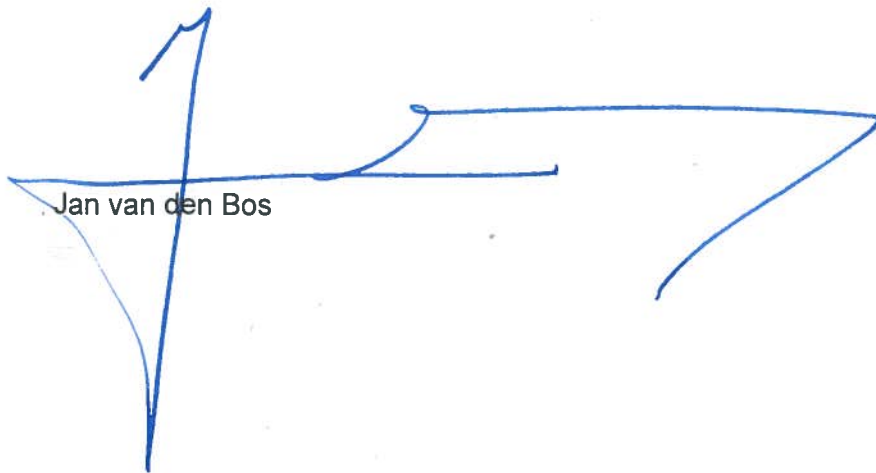
Concluding

Alterations of the Appendix to the Annex 1 to the class agreement to effectuate the above, will be incorporated in the next formal revision of that appendix. Further, this letter may be attached as an addendum to our agreement.

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On behalf of the State of the Netherlands,
THE INSPECTOR-GENERAL HUMAN ENVIRONMENT AND TRANSPORT
INSPECTORATE,
ALSO HEAD OF THE NETHERLANDS SHIPPING INSPECTORATE,



Jan van den Bos