

# The Work Matrix

This work matrix is to be used for the performance of the work agreement, governing the delegation of regulatory services associated with the issue of certificates for ships flying the Belgian flag, between the Minister with responsibility for maritime transport and the RO.

This work matrix is drawn up by mutual consent between the Directorate General for Maritime Transport (DGMT) and the RO.

Any changes and adaptations to this working agreement must be made after agreement between the DGMT and RO.

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Version 4  
Date: 30 September 2011

## Table I. Prevailing Instruments

Concise manual of national and European regulations, international conventions and applicable codes in the applicable version.

National legislation and international treaties.

- Law of 27 December 1968 on approval of the International Convention on Load Lines, 1966, and of the appendices, drawn up in London on 5 April 1966
- The 1988 protocol to the International Convention on Load Lines, 1966
- Royal Decree of 18 April 1969 on the application of the International Convention on Load Lines of London, 1966
- Law of 5 June 1972 on safety of ships
- Royal Decree of 20 July 1973 on the regulation on maritime inspection.
- Law of 7 April 1975 on approval of the International Convention of 1969 on Tonnage Measurement of ships, and of the appendices, drawn up in London on 13 June 1969
- Law of 24 November 1975 on approval and implementation of the convention on the International Regulations for Prevention of Collisions at Sea, 1972, plus the regulation and its appendices, drawn up in London on 20 October 1972
- Law of 20 July 1976 on approval and implementation of the International Convention on Civil Liability for Oil Pollution Damage, and of the appendix, drawn up in Brussels on 29 November 1969
- Law of 10 August 1979 on approval of the International Convention for the Safety of Life at Sea, 1974 and of the appendices, drawn up in London on 1 November 1974 and of the protocol of 1978 concerning that convention, drawn up in London on 17 February 1978
- The 1988 protocol to the International Convention of 1974 for the Safety of Life at Sea
- Law of 17 January 1984 on approval of the International Convention for the Prevention of Pollution from Ships of 1973 and appendices, drawn up in London on 2 November 1973 and the associated protocol of 1978 to the International Convention of 1973 on Prevention of Pollution from Ships and appendices, drawn up in London on 17 February 1978
- Law of 6 April 1995 on Prevention of Pollution of the Sea by Ships
- Law of 16 February 2009 on approval of the International Convention on the Control of Harmful Anti-Fouling Systems on ships and appendices, drawn up in London on 5 October 2001
- Royal Decree of 8 April 2003:
  - Royal Decree amending the Royal Decree of 4 April 1996 on the registration of ships and the entry into force of the Law of 21 December 1990 on the registration of ships;
  - Repeal of the Royal Decree of 6 December 2001 amending the Royal Decree of April 1996 on the registration of ships and the entry into force of the Law of 21 December 1990 on the registration of ships
- **Royal Decree of 15 June 2011 on compliance with Flag State requirements.**

The European regulations and directives.

- 789/2004/EC: Regulation on the transfer of cargo and passenger ships between registers within the Community
- 782/2003/EC: Regulation of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships
- 221/2002/EC: Commission Decision of 14 March 2002 amending Decision 96/587/EC on the publication of the list of recognized organizations which have been notified by Member States in accordance with Council Directive 94/57/EC
- 391/2009/EC: Regulation on common rules and standards for ship inspection and survey organisations (Recast of Directive 94/97/EC)
- 15/2009/EC: Directive on common rules and standards for ship inspection and for the relevant activities of maritime Administrations (Repealing Directive 94/57/EC)
- 21/2009/EC: Directive on compliance with flag state requirements
- 98/1996/EC: Council Directive of 20 December 1996 on marine equipment
- Commission recommendation of 21 December 2009 on the safe implementation of the use of low sulphur fuel by ships at berth in community ports

ILO Conventions.

- C68: Food and Catering (Ships' Crews) Convention (1946)
- C92: Accommodation of Crews Convention (1949)
- C133: Accommodation of Crews (Supplementary Provisions) Convention (1970)
- C134: Prevention of Accidents (Seafarers) Convention (1970)
- C152: Occupational Safety and Health (Dock Work) Convention (1979)
- C162: Asbestos Convention, (1986)
- C180: Seafarers' Hours of Work and the Manning of Ships Convention

CODES.

- BCH code: code for the construction and equipment of ships carrying dangerous chemicals in bulk
- IBC code: international code for the construction and equipment of ships carrying dangerous chemicals in bulk
- Code for existing ships carrying liquefied gases in bulk
- Code for the construction and equipment of ships carrying liquefied gases in bulk
- IGC code: international code for the construction and equipment of ships carrying liquefied gases in bulk
- FTP code: international code for the application of fire test procedures
- FSS code: international code for fire safety systems
- ISM code: international safety management code
- HSC code: international code of safety for high-speed craft
- Code of safety for dynamically supported craft
- SPS Code (1983)(Res. A.534(13)): code of safety for Special Purpose Ships, as amended by MSC/Circ.739 and Resolution MSC.183 (79)
- SPS Code (2008)(Res. MSC.266(13)): on request by shipowner (on voluntary basis)

- MODU code (1979)(Res.A.414(XI)): code for the construction and equipment of mobile offshore drilling units
- MODU code (1989)( Res.A.649(16)), as amended: for MODU's built since 1 May 1991
- Code of safety for diving systems
- Code of safety for nuclear merchant ships
- INF code: international code for the safe carriage of packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes in flasks on board ships
- International grain code: international code for the safe carriage of grain in bulk
- LSA code: international life-saving appliance code
- IMDG code: international maritime dangerous goods code
- Code on intact stability (for all ships covered by IMO instruments)
- Code on alarms and indicators
- STCW code 1978 (and amendments): standards of training, certification and watchkeeping for seafarers
- BLU code: code of practice for the safe loading and unloading of bulk carriers
- OSV code: code of safe practice for the carriage of cargoes and persons by offshore supply vessels
- CSS code: code of safe practice for cargo stowage and securing
- BC code: code of safe practice for solid bulk cargoes (Res. A.434(XI))
- ISMBC:
  - Can be applied on voluntary basis (from 1 Jan 2009)
  - Mandatory from 1 Jan 2011
- ISPS code: international ship and port facility security code
- Code of safe practice for ships carrying timber deck cargoes

## Table II. General and Specific Requirements

### A. General Requirements

IMO Res.A.997(25): Survey guidelines under the harmonized system of survey and certification (2007) is to be applied, including all references mentioned in this resolution.

- Notwithstanding the duty of notification incumbent upon the captain or owner of a vessel flying the Belgian flag concerning an event or incident in which the ship is involved, in the event of loss of life, damage to property, running aground, or a total loss, the recognized organization (RO) shall also have the duty of informing the designated official about these incidents.
- Notwithstanding the owner's duty to inform the designated official about dates when the ship is going into dry dock, about the intention to make important or radical changes to the ship and/or ship's equipment, the RO shall also have this duty of notification.
- For every task, every inspector from the RO must be in possession of a survey authorization granted by the RO. No certificates, declarations or attestations of any kind may be issued without a clear assignment and clear instructions from the RO. Each inspector shall use his own stamp showing his name and a registered number from the RO. An alternative electronic method (signature) is accepted.
- Short-term or Interim Certificate period of validity: 5 months.
- Long-term Certificate: replaces the short-term or interim certificate after 5 months.
- The planned surveys (e.g. annual, periodic, interim) must be carried out within a time window of 3 months before or after the expiry date. If the aforementioned surveys are not carried out during the time window, the endorsement of these certificates shall not be allowed, and the validity of the certificate shall lapse. The designated official must be informed immediately and shall lay down the necessary guidelines in order to restore the validity of the certificate. In most cases, the necessary inspection will have the scope of a renewal survey. After a satisfactory survey, the relevant certificate is to be endorsed with the comment: (“extensive survey on request by the administration” and “validity restored”).
- Where no specific requirements are shown, the SOLAS requirements and minimum IACS interpretations are to be verified.
- **Notification of the designated official in the event of shortcomings and damage:** “Detainable deficiencies”: immediate notification + OK from the designated official before acting.

A detainable deficiency is a defect where the seaworthiness of the ship is no longer guaranteed, and which must be repaired before departure. This may relate to certificates or to class certificates.

The following are considered as detainable deficiencies:

- poor condition of important parts of or on the hull, of the drive mechanism or of other important mechanical parts where the strength of the ship, its watertightness or the drive systems are no longer considered adequate to make the journey planned;

- if the rescue equipment, firefighting equipment or radio equipment are missing, broken, or unserviceable or function inadequately;
- if the ship is overloaded;
- if the cargo is not sufficiently safely secured;
- the lack of the necessary licenses for the crew, as required by the "minimum safe manning document";
- no longer meeting the requirements of the prevailing instruments for environmental protection;
- the detainable deficiencies as stated in IMO Res.A.787(19), as amended by Res.A.882(21)( Amendments to the procedures for PSC (Res.A.787(19))).
- “Deficiency”: duty of notification to the designated official  
A deficiency is a shortcoming or omission that has not been rectified, and which may be harmful for the safety of the ship. A time window will be set by the (class) inspector or the designated official, within which the deficiency must be rectified.
- “Observed deficiency”: duty of notification to designated official  
An observed deficiency is a deficiency which gives no cause for concern in the (near) future. The frequency of re-inspection, where the situation allows, will fit in with other periodic inspections (e.g. must be checked during an annual survey, keel survey, etc.).
- “Accidental damage in ports”: duty of notification + info about working methods to the designated official  
Accidental damage is damaged incurred in ports, both during loading and unloading operations, as well as damage sustained while manoeuvring the ship.
- “Accidental damage”: duty of notification to designated official  
Accidental damage is any damage not sustained in a port.
- The designated official retains responsibility over the following inspections, unless stipulated otherwise:
  - all fire safety equipment
  - all rescue equipment, plans and arrangements
  - crew accommodation
  - passenger accommodation
  - navigation lights, compasses, navigation equipment and ancillary equipment
  - The functional testing of emergency control panels/points: locking devices, emergency remote controls, other remote controls (including valves of tanks containing fuel oil and lubricating oil), check of locations for the seawater intakes, discharge points and the inspection of bilges
  - railings, pilot ladders and gangway
  - access points, pilot hoisting equipment
  - drencher and sprinkler systems, mist applicator systems (normal and emergency supply sources)
  - the functional testing of emergency lighting
  - a functional test of the emergency pump
  - plans and specifications (related to stability in damaged condition) concerning the bilge system

- certain aspects relating to the hull and the watertight compartments, openings in bulkheads and decks, including the penetration of pipe systems, closure systems of openings in watertight and weather resistant bulkheads, watertight rooms, watertight doors, intact stability and stability in damaged condition, damage limitation plans

## B. Special Requirements

- **Use of circulars:** the numbered circulars have an informative function and may also contain instructions and interpretations. The mentioned circulars are drafted by the BMI and must be fully carried out, as they are part of the working matrix.
- All doors that must be closed (SOLAS Section II-I, Reg. 25-10-4) must be marked "To be closed at sea".
- Any steam boiler & steam generator must be fitted with two safety valves, which ensure that before overpressure of 5% is reached, every safety valve can release the steam.
- Sound levels in engine rooms must be measured during the test journey according to IMO Res. A. 468(XII)
  
- Flexible hoses as part of fuel pipes must be kept to a minimum and must be of a type accepted by the class
- A fire safety station (SOLAS Chapter II, Reg. 5.2.3.1) comprises the controls of the fire extinguishing systems and the closing devices. Some closing devices must be duplicated in different locations depending on the judgment of the designated official
- The fuel supply systems for main engines and auxiliary engines must be fitted with separate quick-closing valves.
- The conformity of type approvals to European regulations and directives of all equipment must be checked.
- An efficient communication system between the bridge and the captain's cabin
- A "dead man's alarm" for engine rooms manned by one person
- An emergency escape hatch from the engine room must lead to a location outside the engine room
- Operating handles for the safety and fire-extinguishing equipment must be painted red
- Refrigeration plant must be fitted with a close-in alarm
- Concerning meteorological services (SOLAS Chapter V, Reg. 5), the vessel must be equipped with the necessary instruments for the collection of meteorological data

### C. Specific Requirements (only applicable to new building)

1. All doors which need to be closed as per SOLAS Chapter II-1, Reg.25-10-4, must be marked “To be closed at sea”
2. Noise levels in machinery spaces to be measured during sea trials according to IMO Resolution A. 468(XII)
3. The fire-extinguishing system controls and the shutdown arrangements etc...must be centralized in a fire control station
4. Fuel supply to main engine and to auxiliary engines must be fitted with separate quick closing valves
5. Quick closing valves must be fitted with “open/close” indicators in fire control station
6. All equipment must be checked for eventual conformity with European Directive 96/98, as amended, regarding type approval
7. The BMI regulations require an efficient communication system between the wheelhouse and the bedroom of the Master
8. The Belgian national regulations require a dead man alarm for a single man on duty in the engine room
9. An emergency escape from the engine control room leading to a space other than the engine room must be fitted
10. Operation handles of safety & fire fighting equipment must be painted red
11. Domestic reefers must be fitted with close-in alarm
12. Axial fire hose in lower part of engine room escape trunk
13. Every bilge pump to have direct suction

#### D. Specific requirements for existing ships flying a foreign flag and considering to be registered in the Belgian registry

- Belgian Law of 21 December 1990 (Wet betreffende de registratie van zeeschepen)
- Royal Decree of 4 April 1996 (Koninklijk besluit betreffende de registratie van zeeschepen en het in werking treden van de wet van 21 december 1990 betreffende de registratie van zeeschepen)
- Royal Decree of 8 April 2003 (Koninklijk besluit (KB)) tot : 1° wijziging van het KB van 4 april 1996 betreffende de registratie van zeeschepen en het in werking treden van de wet van 21 december 1990 betreffende registratie van zeeschepen; 2° opheffing van het KB van 6 december 2001 tot wijziging van het KB van 4 april 1996 betreffende de registratie van zeeschepen en het in werking treden van de wet van 21 december 1990 betreffende de registratie van zeeschepen)

If a request has been made by a ship owner that an existing ship, involved with another flagstate, is to be registered in the Belgian registry, the ship owner shall fill in the necessary “Letter of Intention (Application Form)” and the BMI shall inform the RO without delay.

Ships, older than 15 years shall initially be submitted to a pre-registry survey carried out by the BMI. The pre-registry survey by the BMI of a ship, older than 15 years, shall determine if the ship can be accepted into the Belgian registry or not.

The BMI and the RO shall on a case by case basis and in close consultation decide on procedures and requirements, taking into account the IACS procedure No.28: “Procedure for Change of Flag”.

The BMI and the RO shall carry out simultaneously the registry survey. All documents regarding liability obligations shall be inspected by the BMI.

E. References to table IV

Column 1	BMI Requirements
1.04	<ul style="list-style-type: none"> <li>• Annually (endorsement+inspection), except when an "intermediate inspection" corresponding to the cargo ship safety construction certificate for cargo ships coincides</li> <li>• For non-SOLAS: except the 2nd annual or 3rd annual inspection</li> <li>• Prior the endorsement of the "Certificaat van deugdelijkheid (CVD)" by the RO, the RO shall inspect the expiry dates of the "Certificate of insurance or other financial security in respect of civil liability for oil pollution damage" and the "Certificate of insurance or other financial security in respect of civil liability for bunker oil pollution damage". When the expiry dates are overdue, the BMI shall be informed immediately. National requirements shall be verified by flagstate inspectors during renewal surveys</li> <li>• The "Certificaat van deugdelijkheid" (CVD)(Dutch and French version) can only be endorsed when <b>all</b> other statutory certificates have been endorsed following positive surveys</li> <li>• If one or more annual surveys are still outstanding, the CVD shall not be endorsed. The surveyor (flagstate or RO) who carries out the last outstanding annual survey shall endorse the CVD</li> <li>• The CVD is a paramount national certificate and is issued in a Dutch version (Certitificaat van deugdelijkheid) and in a French version (Certificat de Navigabilité). <b>Both</b> certificates have the same meaning and shall be treated equally. <b>Both</b> certificates shall be endorsed <b>at the same time</b></li> <li>• BMI will provide an English translation (in cursive) on the Certificate of Seaworthiness (Certificaat van Deugdelijkheid). This will facilitate the endorsement of the Certificate by any class surveyor abroad.</li> </ul>
1.07	<ul style="list-style-type: none"> <li>• L: national service standards</li> </ul>
1.08	<ul style="list-style-type: none"> <li>• L: Special additional requirements by the designated official depending on the circumstances</li> </ul>
1.10	<ul style="list-style-type: none"> <li>• Specific national load line requirements (e.g. sailing in estuaries)</li> <li>• Calculation of the freeboard must be submitted to the designated official</li> <li>• Any issue of a certificate must be countersigned by the designated official</li> </ul>

Column 1	BMI Requirements
1.11	<ul style="list-style-type: none"> <li>• Highest class</li> <li>• Calculation of the freeboard must be submitted to the designated official</li> <li>• Any issue of a certificate must be countersigned by the designated official</li> <li>• The certificate must be issued on a specific BMI format</li> <li>• The load-line mark and the lines that must be used in connection with the load-line mark according to LLC 1966 &amp; according to the class</li> <li>• Standards for draught marks must, if not already shown, be in metric units</li> <li>• Lettering: English abbreviations are allowed</li> <li>• Inspections by the RO</li> <li>• Multiple loadlines may be assigned in accordance with circular 005/05</li> </ul>
1.12	<ul style="list-style-type: none"> <li>• Annually (endorsement + inspection)</li> <li>• Calculations for exemption of freeboard must be submitted to the designated official</li> <li>• Special requirements for special types of ships apply</li> </ul>
1.13	<ul style="list-style-type: none"> <li>• Highest class</li> <li>• Calculation of the freeboard must be submitted to the designated official</li> <li>• Any issue of a certificate must be countersigned by the designated official</li> <li>• The load-line mark and the lines that must be used in connection with the load-line mark according to LLC 1966 &amp; according to the class</li> <li>• Standards for draught marks must, if not already shown, be in metric units</li> <li>• Lettering: English abbreviations are allowed</li> </ul>
1.14	<ul style="list-style-type: none"> <li>• Supplementary: tonnage calculation in the event of a modification must be submitted to the designated official</li> </ul>
1.15	<ul style="list-style-type: none"> <li>• Specific national tonnage standards</li> <li>• Supplementary: tonnage calculation in the event of a modification must be submitted to the designated official</li> </ul>
1.16	<ul style="list-style-type: none"> <li>• Supplementary: tonnage calculation in the event of a modification must be submitted to the designated official</li> <li>• The RO may be requested to issue the “Suez-canal Tonnage ctf” and perform the necessary measurements on behalf of Belgium</li> </ul>

Column 1	BMI Requirements
1.17	<ul style="list-style-type: none"> <li>• Supplementary: tonnage calculation in the event of a modification must be submitted to the designated official</li> <li>• The RO may be requested to issue the “Panama-canal Tonnage ctf” and perform the necessary measurements on behalf of Belgium</li> </ul>
1.18	<ul style="list-style-type: none"> <li>• With reference to the ILO Conventions</li> </ul>
1.21	<ul style="list-style-type: none"> <li>• Format IAPP ctf: Format of RO, English version, “On behalf of the Kingdom of Belgium”</li> <li>• Details on IAPP ctf: in compliance with Marpol Annex VI, as amended.</li> <li>• Copies of IAPP ctf: to be forwarded to BMI</li> <li>• Extension of IAPP ctf: any extension shall be requested to BMI and can only be granted by BMI</li> </ul>
1.22	<ul style="list-style-type: none"> <li>• Format of “Supplement to IAPP ctf”: format of RO, English version, “On behalf of the Kingdom of Belgium”</li> <li>• Details on “Supplement to IAPP ctf”: format of RO, English version, in compliance with Marpol Annex VI, as amended</li> <li>• Copies of “Supplement to IAPP ctf”: to be forwarded to BMI</li> </ul>
1.23	<ul style="list-style-type: none"> <li>• Except “ABC” engines</li> </ul>
1.24	<ul style="list-style-type: none"> <li>• Except “ABC” engines</li> </ul>
1.25	<ul style="list-style-type: none"> <li>• Class (RO) audit + report: the designated official shall issue the certificate on receipt of a positive audit report. The designated official shall be present during the audit</li> <li>• Reporting of non-conformities &amp; follow up remains the responsibility of the RO: the RO shall forward the audit report to BMI</li> </ul>
1.26	<ul style="list-style-type: none"> <li>• Class (RO) audit + report: the designated official shall issue the certificate on receipt of a positive audit report. The designated official shall be present during the audit</li> <li>• Reference to applicable BMI Circulars</li> </ul>
1.27	<ul style="list-style-type: none"> <li>• Class (RO): Initial and Renewal audit + report; the designated official shall issue the certificate on receipt of a positive audit report. The designated official may be present during the audit</li> <li>• Intermediate audit is carried out by BMI</li> <li>• Reference to applicable BMI circulars</li> <li>• Reporting of non-conformities &amp; follow up remains the responsibility of the RO: the RO shall forward the audit report to BMI</li> </ul>

Column 1	BMI Requirements
1.28	<ul style="list-style-type: none"> <li>• Class (RO): audit + report. The interim certificate may be issued by the RO</li> <li>• The maximum validity of the interim certificate is 5 months, extendible with one month. The designated official shall issue the certificate on receipt of a positive audit report. The designated official may be present during the audit</li> <li>• <b>ISM</b> Interim safety Management ctf: When during delivery or change of flag of a ship, a flagstate inspector is present; the interim audit and issue of interim SMC shall be performed by BMI</li> </ul>
1.29	<ul style="list-style-type: none"> <li>• Reference to applicable BMI Circulars</li> <li>• Interim International Ship Security Certificate: when during delivery or change of flag of a ship, a flagstate inspector is present; the interim audit and issue of interim ISSC will be performed by BMI</li> </ul>
1.30	<ul style="list-style-type: none"> <li>• Reference to applicable BMI Circulars</li> <li>• ISSC Internal Audit is performed by the BMI</li> </ul>
1.31	<ul style="list-style-type: none"> <li>• Class (RO): Initial and Renewal audit + report; the designated official shall issue the certificate on receipt of a positive audit report. The designated official may be present during the audit</li> <li>• Intermediate audit is carried out by BMI</li> <li>• Reference to applicable BMI Circulars</li> </ul>
1.32	<ul style="list-style-type: none"> <li>• Reference to applicable BMI Circulars</li> </ul>
1.33	Blank
1.39	<ul style="list-style-type: none"> <li>• In accordance with MSC Circ. 1093</li> <li>• This includes the testing of davit launching gear</li> <li>• Maintenance services for rafts: must be approved and certified by the designated person or the RO. (IMO Res.A. 761/18 - IACS UR Z 17)</li> </ul>
1.42	<ul style="list-style-type: none"> <li>• The RO has the specific authorization to issue certificates and carry out the surveys concerning lifting appliances, loading equipment, elevators for personnel and cargo (cargo ships and passenger ships + inspection book).</li> <li>• The certificates must clearly state, "use at sea" or "use in port"</li> <li>• The “ ctf of fitness of lifting appliances and elevators of passenger and cargo ships” must be endorsed or reissued by the RO after the annual survey has been carried out with satisfactory results</li> <li>• The “cargo gear book” must be signed by the RO after the annual survey has been carried with satisfactory results</li> <li>• Ship lifting gear &amp; appliances are subject to a full survey every 5 year.</li> <li>• The full survey shall be carried out within the window period of the renewal of the “Cargo Ship Safety Construction Certificate”</li> </ul>

Column 1	BMI Requirements
1.45	<ul style="list-style-type: none"> <li>• All ships that transport hazardous goods must have this certificate on board</li> <li>• MSC.1/Circ. 1266</li> </ul>
1.58	<p>The registered owner of a ship having a gross tonnage greater than 1000 GT, shall be required to maintain insurance or other financial security, such as the guarantee of a bank or similar financial institution, to cover the liability of the registered owner from bunker oil pollution.</p> <p>Belgium has acceded to the Bunkers Convention with entry into force on 11 November 2009. Certificates that have been issued before 11 November 2009 by another authority than the Belgian, to ships flying the Belgian flag, are recognised and no new Belgian certificate is required for the ships concerned, as long as the aforementioned foreign certificates remain valid.</p>
1.59	Any Document of Compliance, found on board, should be removed and replaced by an International Anti-Fouling System Certificate.
1.60	Any document, related to the Document of Compliance, found on board, should be removed and replaced by a proper Record of Anti-Fouling System.

Column 1	BMI Requirements
2.01	<ul style="list-style-type: none"> <li>• Endorsement of the certificate: after completion of the inspection with satisfactory results; no comments are allowed on the certificate or supplement</li> <li>• Copies of the full term certificates must be forwarded to BMI</li> <li>• Intermediate survey of “Cargo Ship Safety Construction” and “Cargo Ship Safety Equipment” are to coincide</li> <li>• Performance Standard for protective Coating (PSPC): for Bulk Carriers and Oil Tankers under Common Structural Rules (CSR) <ul style="list-style-type: none"> <li>○ Resolution MSC. 215(82)</li> <li>○ Resolution MSC. 216(82)</li> <li>○ IACS procedural requirement No.34</li> <li>○ Agreement on coating system (shipowner – shipyard – coating manufacturer): to be submitted to RO for review and approval</li> <li>○ Documentation of agreement (shipyard), including coating specifications, inspection plans, etc., must be submitted to the RO</li> <li>○ Technical data sheet and application procedures to be approved by RO</li> <li>○ Coating Inspector’s qualifications: to be checked by RO</li> <li>○ The RO shall review the coating inspector’s report, checks the coating identification and shall monitor the implementations of the coating inspection requirements on sampling basis</li> <li>○ The RO shall review the final Coating Technical File</li> <li>○ Following documents must be retained on board: <ul style="list-style-type: none"> <li>▪ Statement of Compliance or Type Approval Certificate</li> <li>▪ Technical Data Sheet</li> <li>▪ Shipyards work records</li> <li>▪ Inspection and repair procedures</li> <li>▪ Coating inspector log</li> <li>▪ Shipyard’s evaluation report</li> <li>▪ Maintenance procedures</li> </ul> </li> </ul> </li> </ul>

Column 1	BMI Requirements
2.03	<ul style="list-style-type: none"> <li>• No comments or restrictions are allowed on the certificate or the supplement. <ul style="list-style-type: none"> <li>- The sick bay and medical equipment and medicines on ships are to be checked as part of the annual inspection concerning the safety equipment (in accordance with ZIR, Appendix XVI and Directive EC 92/2 9)</li> <li>- Safety concerning navigation: emergency steering equipment: on tankers, chemical tankers, gas tankers must be inspected by the designated official.</li> <li>- Verification (condition and servicing if applicable) of the below listed equipment should include (but is not limited to): <ul style="list-style-type: none"> <li>o immersion suits &amp; thermal protection equipment: number and type of immersion suits, condition, certificates. Must be inspected at an interval of maximum 3 years by a licensed service station.</li> <li>o inspection and testing of CO<sub>2</sub>, nitrogen cylinders: 10 yearly (50%), 20 yearly (100%). Halon cylinders do not have to be tested when the external condition is satisfactory and if the cylinders have not been used</li> <li>o elevators (goods and persons)</li> </ul> </li> </ul> </li> </ul>
2.07	<ul style="list-style-type: none"> <li>• Annually (endorsement+inspection)</li> <li>• Endorsement for an extension in accordance with Solas Reg I-14 can be delegated (ad hoc)</li> <li>• The inspection always includes the verification of the validity of the "radio station license" certificate, the land-based contract (if appropriate), and the GOCs (global operating certificates) that are required in connection with the radio certificate and the minimum safe manning ctf</li> <li>• The on-board equipment must comply with D96/98/EC, as amended</li> </ul>
2.11	<ul style="list-style-type: none"> <li>• The Dutch-language certificate must be treated in the same way as the "Cargo Ship Safety Radio Certificate"</li> </ul>
2.12	<ul style="list-style-type: none"> <li>• P: when the "annual inspection" is carried out, if applicable, the validity of the "certificate of insurance" or other financial insurance relating to the civil liability for loss as a consequence of oil pollution must be verified</li> <li>• The intermediate survey for "IOPP certificate" &amp; "Cargo Ship Safety Construction certificate" are to be coincide</li> </ul>
3.01	<ul style="list-style-type: none"> <li>• The surveys and inspections must be carried out in accordance with MARPOL 73/78, Annex I and amendments, and in accordance with IMO Res. A.948(23)</li> <li>• P: when the "annual inspection" is carried out, the validity of the "certificate of insurance" or other financial insurance relating to the civil liability for loss as a consequence of oil pollution must be verified</li> </ul>

Column 1	BMI Requirements
3.13	<ul style="list-style-type: none"> <li>• This certificate is issued in accordance with the provisions of article VII of the “International Convention on Civil liability for Oil Pollution damage, 1992</li> <li>• Article VII: the owner of a ship, carrying more than 2000 tons of oil in bulk as cargo, shall be required to maintain insurance or other financial security, such as the guarantee of a bank or a certificate delivered by an international compensation fund</li> </ul>
3.15	<ul style="list-style-type: none"> <li>• Documentary evidence, subject for an audit, must be available to the designated official</li> <li>• Supplementary requirements may be imposed by the designated official</li> </ul>
3.16	<ul style="list-style-type: none"> <li>• Documentary evidence, subject for an audit, must be available to the designated official</li> <li>• Supplementary requirements may be imposed by the designated official</li> </ul>
4.03	<ul style="list-style-type: none"> <li>• Approval of software &amp; input of stability data of the loading computer is delegated to the RO</li> </ul>
4.06	<ul style="list-style-type: none"> <li>• Documentary evidence, subject for an audit, must be available to the designated official</li> <li>• Supplementary requirements may be imposed by the designated official</li> </ul>
4.07	<ul style="list-style-type: none"> <li>• Documentary evidence, subject for an audit, must be available to the designated official</li> <li>• Supplementary requirements may be imposed by the designated official</li> </ul>
5.01	<ul style="list-style-type: none"> <li>• If a gas tanker is to be built according to the class of the RO, the RO and the designated person shall jointly set up a ”specific new building procedure” specifying the extend of the delegation</li> </ul>
8.01	<ul style="list-style-type: none"> <li>• The certificate must be countersigned by the designated official</li> <li>• Any deviation from the list of products that may be transported must be submitted to the designated official for approval</li> </ul>
8.03	<ul style="list-style-type: none"> <li>• Must be initialized by the designated official</li> </ul>
8.04	<ul style="list-style-type: none"> <li>• The SMPE Plan shall be approved and endorsement by designated person</li> </ul>

9.01	<ul style="list-style-type: none"> <li>• The certificate must be countersigned by the designated official</li> <li>• Any deviation from the list of products that may be transported must be submitted to the designated official for approval</li> <li>• If a chemical tanker is to be built according to the class of the RO, the RO and the designated official must assess the proposals by the owner/shipbuilder jointly. All relevant codes and conditions must be applied. When starting up the dossier, the BMI and the RO shall agree on the circumstances and requirements for involving the designated official</li> <li>• If a chemical tanker is to be built according to the class of the RO, the RO and the designated person shall jointly set up a “Specific new building procedure” specifying the extend of the delegation</li> </ul>
9.02	<ul style="list-style-type: none"> <li>• Any deviation from the list of products that may be transported must be submitted to the designated official for approval</li> </ul>
9.03	<ul style="list-style-type: none"> <li>• Any deviation from the list of products that may be transported must be submitted to the designated official for approval</li> </ul>
10.01	<ul style="list-style-type: none"> <li>• The certificate must be countersigned by the designated official</li> <li>• Any deviation from the list of products that may be transported must be requested from the designated official</li> <li>• If a chemical tanker is to be built according to the class of the RO, the RO and the designated official must assess the proposals by the owner/shipbuilder jointly. All relevant codes and conditions must be applied. When starting up the dossier, the BMI and the RO shall agree on the circumstances and requirements for involving the designated official</li> <li>• If a chemical tanker is to be built according to the class of the RO, the RO and the designated person shall jointly set up a “Specific new building procedure”, specifying the extend of the delegation.</li> </ul>
10.02	<ul style="list-style-type: none"> <li>• Any deviation from the list of products that may be transported must be submitted to the designated official for approval</li> </ul>
10.03	<ul style="list-style-type: none"> <li>• Any deviation from the list of products that may be transported must be submitted to the designated person for approval</li> </ul>
13.01	<ul style="list-style-type: none"> <li>• Restricted to the HSC code Chapter 3, 9, 10, 12</li> </ul>
14.01	<ul style="list-style-type: none"> <li>• In: will be specified upon registry of the first D.S. craft</li> </ul>

Column 1	BMI Requirements
17.01	<ul style="list-style-type: none"> <li>• MODUs must comply with the national legislation and load-line regulation</li> <li>• Stability data that complies with the MODU code (Chapter 3) can be accepted as equivalent to the provisions laid down in the load-line regulation</li> <li>• Calculations of freeboard must be submitted to the designated official</li> <li>• Any issue of a certificate must be countersigned by the BMI</li> <li>• Standards for draught marks must, if not already shown, be in metric units. The load-line mark and the lines that must be used in connection with the load-line mark according to LLC 1966 &amp; according to the class</li> <li>• The designated official must be consulted whenever an interpretation of the MODU code is required. The designated official in turn shall inform the other ROs concerning these interpretations in order to ensure uniform application.</li> <li>• The designated official retains the right to grant exemptions to specific requirements</li> <li>• For surface units and self-elevating units, a survey concerning the deadweight capacity must be carried out at intervals not exceeding 10 years. If, in a survey concerning the buoyancy or in another way, a change of more than 1% should be detected of the empty vessel for surface units and self-elevating units, an inclination test must be carried out. When carrying out any test required by the load-line regulation and amendments, the RO inspector should ensure that no structural changes are carried out that could have an influence on the buoyancy and/or the waterline of the unit being tested at any draught.</li> <li>• Hydrostatic data and moments of inertia of tanks (or free liquid moments) must be calculated and must be suitable for derivations according to the inclination axis of the inclination test.</li> <li>• When using the results obtained by testing in a wind tunnel, the calculated moment of inclination caused by the wind is to be submitted to the designated official. If it emerges that the results of tests in a wind tunnel caused higher (wind) moments of inclination than the calculated (wind) moments of inclination, the highest moments of inclination must be used. If the results of (wind) moments of inclination in tests carried out in a wind tunnel are lower than the calculated values, the average of the two values must be used</li> <li>• Where alternative stability criteria are proposed, the designated official is to be consulted</li> <li>• The code for the construction and equipment of mobile offshore drilling units will be applied on a voluntary basis. Where a “certificate of compliance” is required by the owners, the RO shall survey the unit, where there must be compliance with the various sections of the code. If a safety equipment certificate is required, then the RO shall contact the designated official, and all facilities must be guaranteed</li> </ul>

Column 1	BMI Requirements
17.01	<ul style="list-style-type: none"> <li>• The designated official shall work together closely with the RO in order to consider proposals from owners/shipbuilders for the implementation of the relevant code and requirements. Specificities concerning liability and authority will be agreed between the RO and the designated official</li> <li>• Issue of the certificate: as specified in the appendix of the code</li> <li>• Maximum period of validity of the certificate issued is 5 years. The designated official has no objection to a 4 or 5-year cycle, and allows the owner to choose an option of how best to meet the requirements for the survey. If the owner opts for a 5-year cycle, then the designated official must be informed if the owner intends to chose 2 interim surveys in a 5-year cycle in order to meet the requirements of section 1.6.1.3 of the code. No extension of the 5-year cycle of the certificate may be allowed. If the owner decides to fly a different flag, the certificate is (automatically) invalidated. The scheduled date for the validity of the certificate is the date when all inspections must be completed. Surveys that are extended up to 3 months after the renewal date of any other previous certificate: consultation is required with the designated official</li> <li>• Concerning the exemptions and equivalents with reference to sections 1.4 and 1.5 of the code, it is necessary for the RO to consult the designated official in order to reach an agreement on the exemptions and equivalents with the aim of achieving uniform implementation and interpretation of the code</li> </ul>
19.01	<ul style="list-style-type: none"> <li>• When ships are registered under the Belgian flag</li> <li>• “Code on intact stability for all types of ships covered by IMO instruments”</li> </ul>
19.02	<ul style="list-style-type: none"> <li>• When ships are registered under the Belgian flag</li> </ul>

Table III. Specific references to national legislation, international conventions and codes

Reference	Legislation, international conventions and codes
1	<ul style="list-style-type: none"> <li>• International Tonnage Convention 69, art 7</li> <li>• IMO Res.494(XII), Res A.48(III)</li> <li>• IMO Res. A.540 (13), Res. A.541 (13)</li> <li>• IMO Res.A.747 (18) 1 A.758 (18)</li> </ul>
2	<ul style="list-style-type: none"> <li>• LL Convention 66, art 16</li> <li>• LL Protocol 88, art 18</li> </ul>
3	<ul style="list-style-type: none"> <li>• LL Convention 66, art 16</li> <li>• LL Protocol 88, art 18</li> </ul>
4	<ul style="list-style-type: none"> <li>• SOLAS 74 (1989amds) reg V/13b</li> </ul>
5	<ul style="list-style-type: none"> <li>• MARPOL73/78, Annex I, reg 5</li> </ul>
6	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex I, reg 20</li> </ul>
7	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex I, reg 26</li> </ul>
8	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex V, reg 9</li> </ul>
9	<ul style="list-style-type: none"> <li>• SOLAS 74 regs.VI 5,VII 6</li> <li>• MSC/circ.745</li> </ul>
10	<ul style="list-style-type: none"> <li>• STCW 78(amds95) art. VI, reg. I/2</li> <li>• STCW CODE, section A-I/2</li> </ul>
11	<ul style="list-style-type: none"> <li>• SOLAS 74, regs. II-1/23/25-8</li> </ul>
12	<ul style="list-style-type: none"> <li>• SOLAS 74, regs. II-1/23-1/25-8</li> </ul>
13	<ul style="list-style-type: none"> <li>• SOLAS 74, regs. II-1/22 &amp; 25/8</li> <li>• LL Protocol 88, reg .10</li> </ul>
14	<ul style="list-style-type: none"> <li>• SOLAS 74, regs. II-1/22/25-8</li> <li>• LL Protocol 88, reg. 10</li> </ul>
15	<ul style="list-style-type: none"> <li>• SOLAS 74, regs. II-1/22</li> </ul>
16	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. IX/4</li> <li>• ISM Code, paragraph 13</li> </ul>
17	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. I/12, as amended by GMDSS amds.</li> <li>• SOLAS Protocol 88, reg. I/12</li> </ul>

Reference	Legislation, international conventions and codes
18.	<ul style="list-style-type: none"> <li>• STP Agreement 71, reg. 6</li> </ul>
19	<ul style="list-style-type: none"> <li>• SSTP 73, rule 5</li> </ul>
20	<ul style="list-style-type: none"> <li>• SOLAS 74(95 conference amdts.), reg V/15c</li> </ul>
21	<ul style="list-style-type: none"> <li>• SOLAS 74 (95 conference amdts.), reg. V/23</li> </ul>
22	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. III/29</li> <li>• Res.A.796 (19): recommendations on a decision support system for masters on passengerships.</li> </ul>
23	<ul style="list-style-type: none"> <li>• SOLAS 74 reg. I/12, as amended by GMDSS amdts.</li> <li>• SOLAS Protocol 88, reg. I/12</li> <li>• SOLAS 1974 as amended to GMDSS (1988)</li> <li>• SOLAS 1974, reg. III/6</li> <li>• ITU regulations and the associated performance standards for radio equipment are applicable</li> <li>• GMDSS Handbook</li> <li>• Performance Standards for Shipborne Radiocommunications and Navigational Equipment</li> </ul>
24	<ul style="list-style-type: none"> <li>• SOLAS Protocol 88, reg. I/12</li> </ul>
25	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. I/12</li> <li>• SOLAS Protocol 88, reg. I/12</li> </ul>
26	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. II-2/54.3</li> <li>• SOLAS 74, reg. II-2/54.1 &amp; reg. II-2/54.2</li> </ul>
27	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. VI/9</li> <li>• Int.CODE for the safe Carriage of Grain in Bulk, section 3</li> </ul>
28	<ul style="list-style-type: none"> <li>• CLC 69, art. VII</li> <li>• Protocol 76</li> </ul>
29	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex I, reg.13G</li> <li>• SOLAS 74, reg. XI/2</li> </ul>
30	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex I, reg. 15(3)(a)</li> </ul>
31	<ul style="list-style-type: none"> <li>• SOLAS 74 (96 amdts), reg. VI/7</li> <li>• BLU Code</li> </ul>
32	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex II, regs. 12 and 12a</li> </ul>
33	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex II, reg. 9</li> </ul>

Reference	Legislation, international conventions and codes
34	<ul style="list-style-type: none"> <li>• Res MEPC 18 (22), chpt 2</li> <li>• MARPOL 73/78, Annex II, regs. 5, 5A and 8</li> </ul>
35	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex II, reg. 16</li> </ul>
36	<ul style="list-style-type: none"> <li>• BCH Code, section 1.6</li> <li>• BCH Code as modified by res. MSC. 18(58), section 1.6</li> <li>• Res A.686 (17): Code on Alarms and Indicators</li> </ul>
37	<ul style="list-style-type: none"> <li>• IBC Code, section 1.5</li> <li>• IBC Code as modified by resolution MSC.16 (58) and MEPC.40 (29), section 1.5</li> <li>• Res A.686 (17): Code on Alarms and Indicators</li> </ul>
38	<ul style="list-style-type: none"> <li>• GC Code, section 1.6</li> <li>• Res A.686 (17): Code on Alarms and Indicators</li> </ul>
39	<ul style="list-style-type: none"> <li>• IGC Code, section 1.5</li> <li>• IGC Code as modified by resolution MSC. 17 (58), section 1.5</li> <li>• Res A.686 (17): Code on Alarms and Indicators</li> </ul>
40	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. X/3</li> <li>• HSC Code, paragraph 1.8</li> </ul>
41	<ul style="list-style-type: none"> <li>• HSC Code, paragraph 1.9</li> </ul>
42	<ul style="list-style-type: none"> <li>• SOLAS 74 (1999 amdt) I reg.6 &amp;16</li> <li>• INF Code, resolution MSC 88 (71), paragraph 1.3</li> </ul>
43	<ul style="list-style-type: none"> <li>• Res.A.534(13) as amended by MSC/Circ.739</li> <li>• SOLAS 74 reg. I/12</li> <li>• SOLAS Protocol 88, reg. I/12</li> </ul>
44	<ul style="list-style-type: none"> <li>• Resolution A. 673 (16)</li> <li>• MARPOL 73/78, Annex II, reg.13 (4)</li> </ul>
45	<ul style="list-style-type: none"> <li>• Resolution A. 373 (X), section 1.6</li> </ul>
46	<ul style="list-style-type: none"> <li>• Resolution A. 913 (22), appendix 5.4</li> <li>• MSC. 104 (73)</li> </ul>
47	<ul style="list-style-type: none"> <li>• MARPOL 73/78, res. MEPC. 94 (46)</li> <li>• Resolution A. 744 (18)</li> </ul>
48	<ul style="list-style-type: none"> <li>• CODE on intact stability</li> </ul>
49	<ul style="list-style-type: none"> <li>• MARPOL 73/78 Ax. I R.16</li> </ul>

Reference	Legislation, international conventions and codes
50	<ul style="list-style-type: none"> <li>• MARPOL 73/78 Ax. II R.14</li> </ul>
51	<ul style="list-style-type: none"> <li>• SOLAS 74/88 R. I/7</li> </ul>
52	<ul style="list-style-type: none"> <li>• SOLAS 74/88 regs. III/37</li> </ul>
53	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. III/8</li> </ul>
54	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex IV, regs. 3/4/5/6/7</li> </ul>
55	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. II-2/20</li> </ul>
56	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. III/35</li> </ul>
57	<ul style="list-style-type: none"> <li>• SOLAS 74, reg. III/4</li> <li>• Res A.689 (17)</li> <li>• Res MSC.81 (70)</li> <li>• [Res A.761 (18) &amp; IACS UR Z 17]</li> </ul>
58	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Ax. I R.13A</li> </ul>
59	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Ax. I R. 13B</li> </ul>
60	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Ax. I R. 15</li> </ul>
61	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Ax. I Rs. 15 &amp; 16</li> </ul>
62	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Ax. I R. 18(6)(e)</li> </ul>
63	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Ax. I R. 25, 25a &amp; 26</li> </ul>
64	<ul style="list-style-type: none"> <li>• SOLAS 74/78, reg. I / 14(e) or (f)</li> <li>• SOLAS 74/78, reg. I/10(a)(v)</li> </ul>
65	<ul style="list-style-type: none"> <li>• Res. A.414 (XI), section 1.6</li> <li>• Res. A.649 (16), section 1.6</li> <li>• Res. A.649 (16) as modified by res. MSC.38 (63), section 1.6</li> </ul>
66	<ul style="list-style-type: none"> <li>• KB 24 jul 1972</li> <li>• KB 21 dec 1990</li> <li>• KB 04 apr 1996</li> <li>• KB 04 jun 1999</li> </ul>
67	<ul style="list-style-type: none"> <li>• WVS, H III, art 3</li> </ul>
68	<ul style="list-style-type: none"> <li>• WVS, H III, art 5</li> </ul>
69	<ul style="list-style-type: none"> <li>• WVS, H IV, art 11, §3</li> </ul>

Reference	Legislation, international conventions and codes
70	<ul style="list-style-type: none"> <li>• ZIR, H II, art 6</li> </ul>
71	<ul style="list-style-type: none"> <li>• ZIR, H II, art 7</li> </ul>
72	<ul style="list-style-type: none"> <li>• ZIR, H III, art 18</li> </ul>
73	<ul style="list-style-type: none"> <li>• ZIR, H III, art 21</li> </ul>
74	<ul style="list-style-type: none"> <li>• ZIR, H III, art 22</li> </ul>
75	<ul style="list-style-type: none"> <li>• WVS, H III, art 6</li> </ul>
76	<ul style="list-style-type: none"> <li>• WVS, H III, art 7</li> </ul>
77	<ul style="list-style-type: none"> <li>• WVS, H III, art 8</li> </ul>
78	<ul style="list-style-type: none"> <li>• MARPOL 73/78 Annex VI, Reg 5,6,7,9</li> </ul>
79	<ul style="list-style-type: none"> <li>• ILO NR 92, NR133, NR147</li> </ul>
80	<ul style="list-style-type: none"> <li>• ILO NR152</li> </ul>
81	<ul style="list-style-type: none"> <li>• ZIR Bijlage I, H II, art 8</li> </ul>
82	<ul style="list-style-type: none"> <li>• ZIR H VII, art 103</li> </ul>
83	<ul style="list-style-type: none"> <li>• ZIR H III, art 19</li> </ul>
84	<ul style="list-style-type: none"> <li>• ZIR H III, art 23</li> </ul>
85	<ul style="list-style-type: none"> <li>• ZIR, Bijlage I, H I</li> </ul>
86	<ul style="list-style-type: none"> <li>• ZIR, Bijlage I, H IV</li> </ul>
87	<ul style="list-style-type: none"> <li>• ZIR, Bijlage I, H II</li> </ul>
88	<ul style="list-style-type: none"> <li>• ZIR, Bijlage I, H III</li> </ul>
89	<ul style="list-style-type: none"> <li>• ZIR H VII, art 104</li> </ul>
90	<ul style="list-style-type: none"> <li>• LL Convention 1966, CHPT IV</li> <li>• LL Protocol 1988, CHPT IV</li> </ul>
91	<ul style="list-style-type: none"> <li>• Wet van 12 juli 1983</li> </ul>
92	<ul style="list-style-type: none"> <li>• ZIR, H II, art 14</li> <li>• ZIR, Bijlage XI, H 5</li> <li>• ZIR, Bijlage XXIV</li> </ul>

Reference	Legislation, international conventions and codes
93	<ul style="list-style-type: none"> <li>• IMO Res. A.414 (XI): Code for the construction &amp; Equipment of Mobile Offshore Drilling Units</li> </ul>
94	Blank
95	<ul style="list-style-type: none"> <li>• CLC Protocol 92 &amp; Amendments</li> </ul>
96	Blank
97	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex VI, Appendix I</li> </ul>
98	<ul style="list-style-type: none"> <li>• MARPOL 73/78, Annex VI, Res.2, Appendix 1</li> </ul>
99	<ul style="list-style-type: none"> <li>• ILO Convention C152</li> </ul>
100	<ul style="list-style-type: none"> <li>• ZIR, H II, Art 9</li> </ul>
101	<ul style="list-style-type: none"> <li>• SOLAS 74, CHPT II-1, CHPT XII</li> </ul>
102	<ul style="list-style-type: none"> <li>• SOLAS 74, CHPT II-1, Reg 23-2</li> </ul>
103	<ul style="list-style-type: none"> <li>• IMCO regulations prior 31.10.1976</li> </ul>
104	<ul style="list-style-type: none"> <li>• ISPS CODE: International Ship &amp; Port Facility Security Code &amp; SOLAS Amendments 2002</li> </ul>
105	<ul style="list-style-type: none"> <li>• International regulations on preventing collision at sea, 1972</li> <li>• Wet van 24 november 1975</li> </ul>
106	<ul style="list-style-type: none"> <li>• Wet op de scheepsmeting (12 juli 1983), Hoofdstuk V, art.12</li> <li>• KB tot vaststelling van de retributies (23 juni 1994, gewijzigd 30.08.2000)</li> </ul>

Table IV. Summary of certificates and inspections, authorizations

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II				Certificates				Surveys						
				Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom						
Certificates / Documents		Reference to table III		I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.											
<b>1</b>	<b>ALL SHIPS</b>													
1.01	Certificate of Registry (or other document of nationality) (ZEEBRIEF)	66		Na										
1.02	Ctf van Deugdelijkheid (Passagiersschip)	74, 68, 76, 77		Na										
1.03	Ctf van Deugdelijkheid ( Reactor Passagiersschip)	74		Na										
1.04	Ctf van Deugdelijkheid (Vrachtschip)	74, 68, 76, 77		P	Na		Na	A:v	Na		v	Na		*
1.05	Ctf van Deugdelijkheid ( Reactor vrachtschip)	74		Na										
1.06	Voorlopig ctf van Deugdelijkheid	74, 75		L	Na				v					
1.07	Ctf van Deugdelijkheid voor beperkte vaart langs de kust	67		L	Na		Na		v			v	v	*
1.08	Toelating tot Afvaart	67		L	Na									v *

Authorizations: (v: applicable)				Certificates				Surveys							
				References to prevailing instruments: see table III References to general and specific requirements: see table II				Issued at the following surveys: I: Initial A: Annual R: Renewal E: Endorsement				I: initial survey P: periodical survey R: renewal survey In: intermediate survey A: annual survey Ad: additional survey B: inspection/outside of the ship's bottom			
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.												
1.09	Ctf tot Afvaart	69, 70, 73		Na											
1.10	Ctf van Uitwatering (Nationaal)	71, 72, 73, 74		P	v		v	v	v		v	v			*
1.11	International Load line ctf (Int ctf van Uitwatering)	70-74, 81, 82, 84, 85, 87, 88	2	P	v		v	A: v	v		v	v			*
1.12	International Load Line exemption ctf (Ctf van Vrijstelling)	91	3	P	Na		Na	A: v	v		v	v			*
1.13	Ctf voor houtvaart	71, 85, 86, 89	90	P	v		v	v	v		v	v			*
1.14	International Tonnage ctf (Meetbrief)	91	1	L	Na		Na		v					v	*
1.15	National Tonnage ctf	91		L	Na		Na		v					v	*
1.16	Suez-canal Tonnage ctf	106		L	v		v		v					v	*
1.17	Panama-canal Tonnage ctf	106		L	v		v		v					v	*
1.18	Accommodation (Survey) (DOC ILO)		79	L	v				v						*

Authorizations: (v: applicable)				Certificates				Surveys							
				Issued at the following surveys: I: Initial A: Annual R: Renewal E: Endorsement				I: initial survey P: periodical survey R: renewal survey In: intermediate survey A: annual survey Ad: additional survey B: inspection/outside of the ship's bottom							
References to prevailing instruments: see table III References to general and specific requirements: see table II		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.												
1.19	Minimum Safe Manning Document		4	Na											
1.20	Ctf for Master, Officers and Crew		10	Na											
1.21	International Air Pollution Prevention ctf (IAPP) ( all ships ≥400gt & Fixed & Floating Rigs)		78, 97	F	v		v	A: v In: v	v		v	v	v		*
1.22	Supplement to IAPP ctf: record of Construction & Equipment		97	F											*
1.23	Engine IAPP ctf		98	F											*
1.24	Supplement to Engine IAPP ctf		98	F											*
1.24.1	VOC Management Plan			Na											
1.25	ISM Document of Compliance		16	P	Na		Na	A: v	v		v	v			*
1.26	ISM Interim Document of Compliance		46	P	Na				v						*
1.27	ISM Safety Management ctf (In: between 2nd and 3rd Ann date)		16	P	Na		Na	In: Na	v			v	Na		*

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II				Certificates				Surveys								
				Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom								
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad	
		Belgian	Intern.													
1.28	ISM Interim Safety Management ctf		46	L	v				v							*
1.29	Interim International Ship Security certificate		104	L	v				v							*
1.30	International Ship Security certificate		104	P	Na		Na	In: Na	v			v	Na			*
1.31	Ship Security Plan (SSP)		104	P	v				v							*
1.32	Continuous Synopsis Record		104	Na												*
1.33	International Sewage Pollution Prevention ctf (P1: Intervals specified by Adm)		54	F	v		v		v			v				*
1.34	Garbage Management Plan (ships≥400gt or ships≥15 persons)		8	F												
1.35	Garbage Record Book (ships≥400gt or ships≥15 persons)		8	Na												
1.36	Certificates (=Ctf of Class)(as to the hull strenght and machinery installations issued by the classification society)(required if the ship maintains its class within the classification Society)	100		F												

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II				Certificates				Surveys							
				Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom							
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.												
1.37	Fire Control Plans and Drills		55	Na											
1.38	Training Manual and On Board Training Aids		56	Na											
1.39	Evaluation, Testing and Approval of Life-Saving Appliances and Arrangements		57	F					v		v	v			*
1.40	Ctf Of Insurance or other Financial Security in respect of: Civil Liability or Oil Damage		28	Na											
1.41	Ctf of Insurance/financial security in respect of Civil Liability for Oil Pollution damage		95	Na											
1.42	Ships' gear Register & Lifting gear & Elevators	92	99, 80	F	v		v	v	v		v	v			*
1.43	Reports of Previous PSC Inspections			Na											
1.44	Muster List and Emergency Instructions		53	Na											
1.45	Document of compliance with the special Requirements for the ships carrying Dangerous Goods		26	F	v			v	v			v			*

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II					Certificates				Surveys						
					Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom						
Certificates / Documents			Reference to table III		I	A	R	E	I	P	A	R	In	B	Ad
			Belgian	Intern.											
1.46	Cargo Securing Manual (except solid & liquid bulk cargoes)		9	F											
1.52	Ctf for type Approval of Oil Pollution Prevention Equipment		49	F											
1.53	Oil Record Book (ships ≥400gt)(part I)		6	Na											
1.54	Shipboard Oil Pollution Plan (SOPEP)(ships≥400gt)		7	Na											
1.55	Drawings and specifications/survey of installations (international regulations on preventing collision at sea, 1972)		105	L											
1.56	LRIT			Na											
1.57	Blank														
1.58	Certificate of Insurance or other Financial Security in respect of Civil Liability for Bunker Oil damage			Na											*

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II				Certificates				Surveys								
				Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom								
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad	
		Belgian	Intern.													
1.59	International Anti-Fouling System Certificate			F												*
1.60	Record of Anti-Fouling Systems			F												*
1.61	Declaration on Anti-Fouling System			Na												
1.61.2	International Ballast Water Management Certificate			Na												
1.61.2	Ballast Water Management Plan			Na												
1.61.3	Ballast Water Record Book			Na												
1.61.4	Type Approval Certificate			Na												
<b>2 CARGO SHIPS (=NON PASSENGER SHIPS)</b>																
2.01	Cargo Ship Safety Construction ctf (Ships.500gt) (Veiligheidsconstructie ctf voor vrachtschip)	70-74, 83	23	F	v		v	A: v In: v	v		v	v	v			*

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II				Certificates				Surveys							
				Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom							
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.												
2.02	Veiligheidsconstructie ctf reactor vrachtschip	70		Na											
2.03	Cargo Ship Safety Equipment ctf (Ships.500gt) (Uitrustingsveiligheids ctf voor vrachtschip)	70, 71, 72, 74	23	P	Na		Na	A: v P: v	Na	v	v	Na			*
2.04	+ Record of Equipment for the Cargo Ship Safety Equipment ctf (FORM E)		23	Na											
2.05	Veiligheidscertificaat reactor vrachtschip	71, 72, 74		Na											
2.06	Cargo Ship Safety ctf (Alternative) + Record of Equipment for the Cargo Ship Safety ctf		24	Na											
2.07	Cargo Ship Safety Radio ctf (ships. 300gt)	70	23	P	Na		Na	P: v	Na	v		Na			*
2.08	+ Record of Equipment for the Cargo Ship Safety Radio Ctf (FORM R)		23	Na											
2.09	Exemption ctf (Ctf van Vrijstelling)	72, 74	25	L	Na		Na	v	Na	v		Na			
2.10	Radiotelegrafieveilighheids ctf voor vrachtschip	70-72, 74		Na											

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II				Certificates				Surveys								
				Reference to table III				Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom				
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad	
		Belgian	Intern.													
2.11	Radiotelefonieveiligheids ctf voor vrachtschip	70-72, 74		P	Na		Na	P: v	Na	v		Na				*
2.12	International Oil Pollution Prevention ctf (ships 400 gross tonnage) - Including: 2.13		5	P	Na		Na	A: v In: v	Na		v	Na	v			*
2.13	Record of Construction and Equipment for ships other than tankers (FORM A)		5	Na												
2.14	Document of Authorization for the Carriage of Grain		27	Na												
2.15	Intact Stability Booklet		48	Na												
2.16	Stability Info for Cargo Ships (inclining test) (ships 24m)		14	Na												
2.17	Damage Control Booklet for Cargo Ships		12	Na												
2.18	Damage Control Plans in Dry Cargo Ships		12	Na												
<b>3 TANKERS (In addition to 2.0 unless otherwise stated)</b>																
3.01	International Oil Pollution Prevention ctf (tankers 1 50gt) Including		5	P	Na		Na	A: v In: v	Na		v	Na	v			*

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II					Certificates				Surveys						
					Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom						
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.												
3.02	Record of Construction and Equipment for Oil Tankers (FORM B)		5	Na											
3.03	Oil Record Book (tankers 150gt)(PART I)		6	Na											
3.04	Oil Record Book (tankers 150gt)(PART II)		6	Na											
3.05	Oil Record Book (tankers 150gt)(Book by Administration)		6	Na											
3.06	Shipboard Oil Pollution Emergency Plan (SOPEP) (tankers 1 50gt)		7	Na											
3.07	Dedicated Clean Ballast Tank Operation Manual		58	Na											
3.08	Crude Oil Washing Operations and Equipment Manual		59	Na											
3.09	Operations Manual for the Oil Discharge monitoring and control system		60	Na											
3.10	Ctf for the Type Approval of Oil Pollution Prevention Equipment		61	F											

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II					Certificates				Surveys						
					Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom						
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.												
3.11	Information and Data concerning the Loading and Damage Stability		63	Na											
3.12	Instructions for the Operation of the Part Flow System (including the Ship's Cargo and Ballast handling Manuals		62	Na											
3.13	Ctf of Insurance or other Financial Security in respect of Civil Liability for Oil Pollution Damage (each Ship carrying 200T of Oil in Bulk as Cargo)		28	Na											*
3.14	Enhanced Survey Plan (+ Drydock Survey)		29, 47	F											
3.15	Survey Report File		29, 47	F											*
3.16	Supporting Documents (+review)		47	F											*
3.17	Statement of Compliance (CAS)		47	Na											
3.18	Record of Oil Discharge Monitoring and Control System for the last Ballast Voyage (tanker.150gt)		30	Na											

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II					Certificates				Surveys						
					Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom						
Certificates / Documents			Reference to table III		I	A	R	E	I	P	A	R	In	B	Ad
			Belgian	Intern.											
<b>4 BULK CARRIERS (In addition to 2.0 unless otherwise stated)</b>															
4.01	Intact Stability Booklet		101	Na											
4.02	Stability Booklet		101	Na											
4.03	Loading Manual		31	P											*
4.04	Document of Authorization for the carriage of Grain		27	Na											
4.05	Enhanced Survey Plan (+ Drydock Survey)		29, 47	F											
4.06	Survey Report File		29, 47	F											*
4.07	Supporting Documents		47	F											*
<b>5 SHIPS COVERED BY IGC CODE (In addition to 2.0 unless otherwise stated)</b>															
5.01	International ctf of Fitness for the Carriage of Liquefied Gases in Bulk (ships built after 1 July 1986)		39	P	Na		Na	A: v In: v	Na		v	Na	v		*

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II				Certificates				Surveys							
				Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom							
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.												
5.02	Attachment 1 to the International Ctf of Fitness for the Carriage of Liquefied gases in Bulk			P											
5.03	Attachment 2 to the International Ctf of Fitness for the Carriage of Liquefied Gases in Bull			P											
<b>6 SHIPS COVERED BY GC CODE (In addition to 2.0 unless otherwise stated)</b>															
6.01	Ctf of Fitness for the Carriage of Liquefied Gases in Bulk (after 31 September 1 976<ships built>before 1 July 1986)		38	P	Na		Na	A :v In: v	Na		v	Na	v		
6.02	Ctf of Fitness for the Carriage of Liquefied Gases in Bulk (IMCO)(ships built prior 31 September 1976)			P	Na		Na	A: v In: v	Na		v	Na	v		
<b>7 SHIPS COVERED BY INF CODE (In addition to 2.0 unless otherwise stated)</b>															
7.01	International ctf of Fitness for the Carriage of INF Cargo		42	Na	Na										
<b>8 SHIPS COVERED BY N L S CODE (In addition to 2.0 unless otherwise stated)</b>															
8.01	International Pollution Prevention ctf for the Carriage of Noxious Substances in Bulk (NLS Certificat)		32	P	v		v	A: v In: v	v		v	v	v		*

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II				Certificates				Surveys							
				Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom							
Certificates / Documents		Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.												
8.02	Procedures and Arrangements Manual (P &A Manual)		34	F											
8.03	Cargo Record Book		33	Na											*
8.04	Shipboard marine Pollution Emergency Plan for NLS (every ship.150gt carrying NLS)		35	P											*
8.05	Oil Discharge Monitor ctf (may be listed in IOPP ctf)		50	F											
<b>9 SHIPS COVERED BY BCH CODE (In addition to 2.0 unless otherwise stated)</b>															
9.01	Ctf of Fitness for the Carriage of Dangerous Chemicals in Bulk (ships built before 1 July 1986)		36	P	v		v	A: v In: v	v		v	v	v		*
9.02	Attachment 1A to the CTF of Fitness for the Carriage of Dangerous Chemicals in Bulk			P	v		v								*
9.03	Attachment 2A to the CTF of Fitness for the Carriage of Dangerous Chemicals in Bulk			P	v		v								*
<b>10 SHIPS COVERED BY IBC CODE (In addition to 2.0 unless otherwise stated)</b>															
10.01	International Ctf of Fitness for the carriage of Dangerous Chemicals in Bulk (ships built after 1 July 1986)		37	P	v		v	A :v In: v	v		v	v	v		*

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II					Certificates				Surveys									
					Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom									
Certificates / Documents			Reference to table III		P	I	A	R	E	I	P	A	R	In	B	Ad		
			Belgian	Intern.														
10.02	Attachment 1 to the international certificate of fitness for the carriage of dangerous chemicals in bulk					P	v		v									*
10.03	Attachment 2 to the international certificate of fitness for the carriage of dangerous chemicals in bulk					P	v		v									*
<b>11</b>	<b>PASSENGER SHIPS</b>																	
11.01	Passenger Ship Safety ctf (Veiligheids ctf voor passagiersschepen)			70-72, 74	17	Na												
11.02	+ Record of Equipment for the Passenger Ship Safety ctf (FORM P)				17	Na												
11.03	Nuclear Passenger Ship Safety ctf (Veiligheids ctf reactor passagiersschip)			70-72, 74		Na												
11.04	Exemption ctf				17	Na												
11.05	Special Trade Passenger ship Safety ctf (STP agreement) (In add to the pax ship safety ctf and the exemption ctf)				18	Na												
11.06	Special Trade Passenger Ship Space ctf				19	Na												

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II					<b>Certificates</b>				<b>Surveys</b>								
					Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom								
Certificates / Documents			Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad	
			Belgian	Intern.													
11.07	Search and Rescue Co-Operation Plan (Trading on fixed Routes)			20	Na												
11.08	List of Operational Limitations			21	Na												
11.09	Decision Support System for Masters of Passenger Ships			22	Na												
11.10	Damage Control Plans in Passenger Ships			11	Na												
11.11	Intact Stability Booklet (including inclining test)			13, 48	Na												
11.12	Damage Control Booklet for Pax ships			11	Na												
11.13	Lightweight Survey (Periodical interval not exceeding 5Y)			15	Na												
11.14	Inspection of the Outside of the Ship's Bottom of Pax Ships			51	L										v		
11.15	Muster List and Emergency Procedures			52	Na												
11.16	List of Operational Limits			21	Na												
<b>12</b>	<b>RORO PASSENGER SHIPS (In addition to 2.0 unless otherwise stated)</b>																

<b>Authorizations:</b> (v: applicable)  <b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>Na:</b> not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II					Certificates				Surveys							
					Issued at the following surveys: <b>I:</b> Initial <b>A:</b> Annual <b>R:</b> Renewal <b>E:</b> Endorsement				<b>I:</b> initial survey <b>P:</b> periodical survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>A:</b> annual survey <b>Ad:</b> additional survey <b>B:</b> inspection/outside of the ship's bottom							
Certificates / Documents			Reference to table III			I	A	R	E	I	P	A	R	In	B	Ad
			Belgian	Intern.												
12.01	Integrity of the Hull and Superstructure, Damage Prevention and Control (Ro-Ro PAX Ships) (Documentation)			102	Na											
<b>13 HIGH SPEED CRAFT (HSC)</b>																
13.01	HSC Safety ctf (P: . 3 months each Ann date)			40	P	Na		Na	P: v	v	v		v			*
13.02	+ Record of Equipment (Suppl to HSC Safety ctf)			40	Na											
13.03	Permit to Operate HSC			41	Na											
<b>14 DYNAMICALLY SUPPORTED CRAFT</b>																
14.01	Dynamically Supported Craft Construction and Equipment ctf (P: not exceeding 1 Y)(In: specified by Adm)			45	P	Na		Na	P: v In: v	v	v		v	v		*
14.02	Dynamically Supported Craft Permit to Operate			45	Na				P:							
<b>15 SPECIAL PURPOSE SHIPS</b>																
15.01	Special Purpose Ship Safety ctf			43	L	Na		Na	A: v	Na		v	Na			
<b>16 OFFSHORE SUPPORT VESSEL</b>																

Authorizations: (v: applicable)  F: Full P: Partial L: Limited Na: not applicable  References to prevailing instruments: see table III References to general and specific requirements: see table II				Certificates				Surveys						
				Issued at the following surveys: I: Initial A: Annual R: Renewal E: Endorsement				I	P	A	R	In	B	Ad
Certificates / Documents		Reference to table III		I	A	R	E	I	P	A	R	In	B	Ad
		Belgian	Intern.											
16.01	Ctf of Fitness for Offshore Support Vessels P, In, A: Res.A673, as amended by MSC.236(82) IMO Res.A.469(XII) Res. MSC.235(82)		44				P: In: A:							
<b>17</b>	<b>MOBILE OFFSHORE DRILLING UNITS</b>													
17.01	Mobile Offshore Drilling Unit Safety ctf (: drydock survey min 2/5Y) (In: 3 months 2nd Ann date, 3 months 3rd Ann date)		65				A: In:							*
17.02	Veiligheidsctf voor mobiele 'offshore' installaties KB 9 dec 1998.													
<b>18</b>	<b>FIXED/FLOATING/PLATFORMS</b>													
18.01	[...]													