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# The Work Matrix

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# The Work Matrix

## A General provisions

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### I. Introduction

This Work Matrix is to be used for the performance of the Working 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 shipping and the Recognised Organisations.

This Work Matrix is drawn up by mutual consent between the Directorate General Shipping, which is the Belgian Maritime Administration, and the Recognised Organisations.

Any changes and adaptations to this Working Agreement must be made after agreement between the Directorate General Shipping and the Recognised Organisations.

This Work Matrix (version 9) enters into force on 1 January 2024 and replaces previous versions of the Work Matrix which are completely revoked.

### II. Application

Unless specified otherwise, this Work Matrix is applicable on any ship registered or to be registered under the Belgian Flag on which an international convention or European regulation or directive is applicable.

This Work Matrix is also applicable on non-convention vessels (such as cargo vessels of less than convention size, pontoons, ...), except for fishing vessels and pleasure crafts.

For vessels which are not included in this Work Matrix, specific instructions and/or delegations can be given to the Recognised Organisation by the Belgian Maritime Inspectorate on a case by case basis.

The list of international, European and national legislation can be found in Annex X. This list is not exhaustive.

## B Scope authorizations

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### I. Authorization and delegation to the Recognised Organisation

The Belgian Maritime Inspectorate<sup>1</sup> is the authorized department of the Belgian Maritime Administration of the Ministry of Transport of the Kingdom of Belgium acting as flag state for the surveys and certification of ships.

In Belgium the Recognised Organisations<sup>2</sup> are authorized by the Belgian Maritime Authority to carry out the regulatory inspections, audits and certification on its behalf relating to ships flying the Belgian flag, in accordance with the working agreement whereby the delegations are recorded in the Work Matrix mentioned in [Annex 1](#): Table summarizing the authorizations granted to the Recognised Organisation (hereinafter [Annex 1](#)). Specific Belgian requirements are given in [Annex 2](#).

The Work Matrix is an official instruction for the authorization of and the delegation to the Recognised Organisations for regulatory inspections, audits and certificates in regard of article 4.5 of the Working

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<sup>1</sup> Belgian Maritime Inspectorate will also be referred to as BMI.

<sup>2</sup> Recognised Organisation will also be referred to as RO.

Agreement, in accordance with the EU Regulation 391/2009 and EU Directive 2009/15 as amended. It is also used to inform about Belgian additional requirements and/or instructions.

Regulatory certification means certificates issued on the authority of laws, rules and regulations set down by international, European and national legislation. Regulatory inspections and audits mean the inspections and audits in connection with the issue, retention, endorsement and renewal of regulatory certificates.

All the surveys related to the class hull and machinery certification are automatically delegated to the Recognised Organisations.

Authorization means the delegation of authority to a Recognised Organisation to perform regulatory certification and services on behalf of Belgium as detailed in the Working Agreement.

## II. Types of authorization

There are four types of authorization:

- a) Full authorization (**F**): full authorization of the recognised organisation to perform plan review, carry out surveys and issue, renew or revoke necessary interim and full term certificates.
- b) Partial authorization (**P**): partial authorization of the recognised organisation to perform plan review, carry out surveys and possibly issue or renew interim and full term certificates (under specific conditions and guidance of the designated official of the BMI). Whenever intervention by the designated official of the BMI is provided for, the authorization is considered as “partial”.
- c) Limited authorization (**L**): limited authorization of the recognised organisation **on specific request** by the designated official of the BMI to account for other special categories not covered by the preceding provisions (full or partial authorization), such as authorizations issued on a case-by-case basis and involving restrictions related to time and/or geographical coverage.
- d) No delegation (**ND**): the authorization is not applicable. Only the designated official of the BMI can issue and endorse the certificate and/or carry out the survey.

The authorization in Belgium is a mixture of the four above-mentioned types of authorizations.

In addition to these four types of delegation, on board verification is also used. It is mentioned for certificates or documents such as booklets, plans, records, manuals and other similar documents.. The task is given to the Recognised Organisation to verify that the certificate or document for the referenced item is available on board.

## III. Harmonized system of survey and certification HSSC

Belgium has ratified the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 and the Protocol of 1988 relating to the International Convention on Load Lines, 1966, which, inter alia, introduced the harmonized system of survey and certification.

Reference is also made to the amendments to introduce the harmonized system of survey and certification into MARPOL 73/78, into MARPOL Annex VI, into the IBC Code, into the IGC Code and into the BCH Code, as well as the International Conference on Ballast Water Management for Ships of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, which included the harmonized system of survey and certification.

IMO Assembly Resolution “Survey guidelines under the harmonized system of survey and certification (HSSC)” in its latest version<sup>3</sup> is to be applied, including all references mentioned in this resolution unless explicitly instructed otherwise by the delegated official of the BMI.

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<sup>3</sup> The latest version can be found on the IMO website [via this link](#).

## IV. IACS interpretations

IACS interpretations are to be taken into account, after consultation with the delegated official of BMI.

## V. Certificates

### 1. Certificates issued by BMI

The following regulatory certificates are issued only by the designated official of the BMI:

- Certificate of Registry,
- Certificate of Seaworthiness,
- Cargo Ship Safety Equipment Certificate (+ Form E),
- Cargo Ship Safety Radio Certificate (+Form R),
- International Oil Pollution Prevention Certificate (+Supplement),
- International Certificate for the carriage of liquefied gases in bulk (IGC) (if applicable),
- Minimum Safe Manning Certificate,
- Safety Management Certificate (SMC),
- International Ship Security Certificate (ISSC),
- Maritime Labour Certificate (MLC) (+DMLC Part I) ,
- Liability certificates & insurances.

These certificates are issued only by the Flag State. The Recognised Organisations can be authorized to endorse the applicable certificates when a regulatory inspection or audit is carried out by the authorized Recognised Organisation and is executed positively.

In the case the designated official of the BMI has carried out the regulatory survey or audit, the relevant certificates will be endorsed by the designated official of the BMI.

The Recognised Organisation can only issue a certificate with limited validity of one of these above mentioned certificates when explicitly authorized by the designated official of the BMI. Annex 2 provides instructions if this is the case for the referenced certificates and documents.

The Recognised Organisation can only extend one of the above mentioned certificates when explicitly authorized by the designated official of the BMI.

In principle, all regulatory certificates are issued in English. The Certificate of Seaworthiness and the International Tonnage Certificate are issued in Dutch-English or upon request in French-English.

The Certificate of Seaworthiness is issued when a Belgian ship complies with all the obligations laid down by Belgian, European and international law. It loses its validity if the ship is not considered to be in a safe condition and/or if one of the mandatory (international) certificates contained in this document is no longer valid, for whatever reason. Annex 1 and 2 set out what is expected of the Recognised Organisation in terms of delegation and the more specific requirements that the Recognised Organisation should monitor.

### 2. Certificates issued by the Recognised Organisation

All regulatory certificates shall be issued “... under the authority of **the Kingdom of Belgium**”. Reference should be made to the Protocol 1988 on SOLAS and International Load Line Convention, concerning the harmonized system of surveys and certification, as these Protocols have been ratified by Belgium.

Certificates specified in an instrument relevant to this agreement shall be issued in a format and with contents as described in the instrument.

Full term of regulatory certificates issued or renewed by the Recognised Organisation and for which the Recognised Organisation is authorized, must be countersigned by the Local Chief Executive.

The Recognised Organisation shall have the right and obligation, if deemed necessary, to suspend and/or withdraw any certificate issued by the Recognised Organisation. The delegated official of the BMI and the owner and operator of the ship in question shall be informed immediately if any regulatory or class certificates are suspended or withdrawn.

### 3. Electronic certificates

#### a) Electronic certificates issued by the RO

The Belgian Maritime Inspectorate authorizes the Recognised Organisations to issue electronic versions of the regulatory certificates instead of the paper certificates for the ships flying Belgian flag as from 1 April 2019.

These electronic certificates must be in compliance with the requirements of FAL.5/Circ.39/Rev.2 'Guidelines for the use of electronic certificates', as amended.

Verification of the authenticity of the certificates must be available at all times.

The requirement that the full term regulatory certificates must be (counter)signed by the Local Chief Executive (LCE) remains unchanged.

The full term Load Line certificates normally must be countersigned by BMI. This is a requirement incorporated in our Belgian legislation (Article 21 of the [Royal Decree of 20 July 1973 on the Maritime Inspection regulation](#)). As this results in a serious additional difficulty in the systems of the Recognised Organisations for the electronic certificates it is no longer a requirement for an electronic full term Load Line certificate to be countersigned by BMI. It must be ensured however that BMI is notified each time a full term Load Line certificate for a Belgian Flagged vessel is issued. In case there is no remark raised by the delegated official of the BMI within 1 month after the notification is sent, the certificate can be considered as countersigned by the delegated official of the BMI. For the paper certificates, the requirement remains unchanged. The full term Load Line Certificate still has to be sent to BMI for countersigning.

Ships which are destined to be recycled, require, amongst others, a Ready for Recycle Certificate<sup>4</sup>. When this certificate is issued in an electronic format, the above-mentioned requirements concerning electronic certification are valid. If the certificate is issued in an electronic format, the BMI has to be notified. In case there is no remark raised by the delegated official of the BMI within 1 month, the certificate can be considered as countersigned by the delegated official of the BMI. If the certificate is issued in a paper version, it has to be sent to the delegated official of the BMI for countersigning.

#### b) Electronic certificates issued by the Belgian Maritime Inspectorate

The Belgian Maritime Inspectorate issues as well certificates in electronic format, which is done through the Navicert platform. Those vessels not yet transferred to certificates in electronic format, will still be provided with paper certificates.

Where electronic certificates have been issued to a vessel, the RO has to endorse the electronic certificates through the Navicert platform upon successful completion of a survey or audit. Only in a matter of urgency and where it is not possible to add the endorsement electronically in time, the attending surveyor is allowed to print the certificate and sign by hand. At first opportunity, the surveyor has to add the endorsement as well electronically through the Navicert platform.

More information can be found in [BMI Circ. 2021/002](#).

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<sup>4</sup> More extensive explanation on the Ready for Recycle Certificate and Ship Recycling will be given further in this document.



#### 4. Validity of certificates

Any certificate with a limited validity, issued following an initial survey or audit and pending the issue of a full term certificate by the BMI, is valid for 5 months. A full term Certificate replaces the certificate with limited validity after 5 months.

Any Interim Certificate for ISM, ISPS or MLC has a period of validity of 6 months after which a full term certificate is issued.

In case of a required or requested extension of the certificate, the Recognised Organisation may extend the period of validity of certificates within the limits given in the relevant conventions or other instruments after having informed and received approval from the designated official of the Belgian Maritime Inspectorate.

The planned surveys (e.g. annual, periodic, interim) must be carried out within a time window as foreseen in the applicable Conventions.

If the required 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 cease.

The designated official of BMI 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 and will result in the reissue of the appropriate certificate(s).

#### 5. Survey by the Recognised Organisation

In [Annex 1](#) it is shown by the letter 'Y' (yes) when a Recognised Organisation is authorized to conduct a survey:

- I: initial survey
- P: periodical survey
- A: annual survey
- R: renewal survey
- In: intermediate survey
- Ad: additional survey
- inspection/outside of the ship's bottom (in water survey)

In [Annex 1](#) it is shown by the letter 'Y' (yes) when a Recognised Organisation is authorized:

- a) To issue a certificate:
  - I: after an initial survey,
  - R: after a renewal survey.

NOTE: where a renewal survey or audit is completed for a vessel provided with electronic certificates issued by BMI, the endorsements for the extension of the certificates after completing the surveys (according to SOLAS Reg. I/14(d), MARPOL Annex I reg.10.4, IGC reg.1.4.6.4) or audits (according to ISM pt. B. 13.13, ISPS A/19.3.4, MLC standard A.5.1.3.4) have to be used, instead of issuing certificates with limited validity.

- b) To endorse a certificate (E)

Some certificates require annual, periodic or intermediate endorsement.

## VI. Surveys and certification for ships flying Belgian flag

### 1. Belgian flag

For ships flying Belgian flag international and European legislation is applicable and to be followed. Additionally there may be specific Belgian requirements which can be found in 'List of BMI requirements' and in the list 'Additional requirements for ships flying Belgian flag'.

In [Annex 1](#) it is mentioned at the end of the line with 'Y' when specific Belgian/BMI Requirements are applicable. In [Annex 2](#): List of Belgian/BMI requirements clarification is given on the Belgian / BMI requirements for a specific certificate or document listed in [Annex 1](#).

### 2. Change to Belgian flag

#### a) Newbuilding or extensive modification

In case of newbuildings or an extensive modification of an existing vessel, a specific procedure will be provided by the designated official of the BMI. This procedure will define on a case-by-case basis the authorizations of the Recognised Organisation.

If the Recognised Organisation becomes aware of any alteration or modification of a major character to a vessel, the Recognised Organisation must make sure the BMI is involved. If this is not the case, the Recognised Organisation must notify the BMI as soon as possible.

Special attention should be given to specific Belgian and/or European requirements as mentioned below.

#### b) Existing ships flying a foreign flag and considering to be registered in the Belgian registry

##### i. *In general for all ships*

Any ship flying or intending to fly the Belgian flag must be in full compliance with all international, European and Belgian legislation.

If a shipowner wants to confirm the request of a ship flying another flag to register in the Belgian registry, the shipowner or managing company is obliged to fill in the 'Application form for Certificate of Seaworthiness'<sup>5</sup>.

The BMI and the Recognised Organisation shall on a case by case basis and in close consultation decide on procedures and requirements, taking into account IACS Procedural Requirement 28<sup>6</sup>.

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

Additionally compliance with the Belgian Maritime Legislation is required. A list of Belgian specific requirements can be found in list 'Additional requirements for ships flying Belgian flag'.

##### ii. *Ships with a keel laying date over 15 years*

Ships with a keel laying date over 15 years shall initially be submitted to a pre-registry survey carried out by the BMI. Reference for these 15 years is the date of the application of the registration.

The purpose of this pre-registry survey is to examine the structure of the vessel and must be performed with the ship in drydock. For vessels between 15 years and 20 years of age, a Condition Assessment Program can be accepted as an alternative for the hull examination of the vessel in drydock.

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<sup>5</sup> This document can be found: [https://mobilit.belgium.be/nl/resource/application\\_form\\_certificate\\_seaworthiness](https://mobilit.belgium.be/nl/resource/application_form_certificate_seaworthiness)

<sup>6</sup> <https://iacs.org.uk/publications/procedural-requirements/21-30/pr-28-rev2-cln/>

The delegated official of the BMI may authorize a Recognised Organisation to carry out the additional investigation in part or in full.

In any case it is up to the delegated official of the BMI to determine if the ship can be accepted into the Belgian registry or not based on the pre-registry survey.

*iii. EU versus non-EU flag*

EU Regulation 789/2004 on the transfer of cargo and passenger ships between registers within the Community is applicable if an EU flagged ship wants to fly Belgian flag.

When a non-EU flagged ship wants to fly Belgian flag, special attention should be given to specific EU legislation in force and applicable to the ship(s).

*iii.1. Marine Equipment*

Therefore all equipment must be in compliance with the Marine Equipment Directive EU 2014/90 as amended and its implementing acts.

More information can be found in paragraph C.II '[Specific instructions – MED Directive](#)'.

*iii.2. Ship recycling*

Under 'Specific instructions' explanation is given concerning the European Regulation 1257/2013 on ship recycling which has as a consequence an implicitly early implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships.

Ships flying a non-EU flag and applying to be registered shall ensure that an inventory of hazardous materials is kept on board or is established within six months of the registration or during any of the next surveys, whichever comes first.

The European Regulation 1257/2013 on ship recycling requires that the Inventory of Hazardous Materials (IHM) contains two additional hazardous materials. Therefore when a non-EU-flagged ship wants to fly Belgian flag, special attention must be given to the IHM which must include:

- PFOS in the table A materials, and
- HBCDD in the table B materials.

More information can be found in paragraph C.VI '[Specific instructions – Ship Recycling](#)'.

*iii.3. Carbon dioxide emissions - MRV*

[EU Regulation 2015/757](#) on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport. Explanation can be found in paragraph C.III '[Specific instructions – MRV](#)'.

*iv. Cargo vessels of less than Convention Size*

When a cargo vessel of less than Convention Size changes to Belgian flag, the small equipment must be in compliance with IACS N° 99 Recommendations for the Safety of Cargo Vessels of less than Convention Size,

as amended<sup>7</sup>, which are supplemented (or replaced where mentioned explicitly) by the Belgian specific requirements and interpretations set out in 'IACS 99 – Belgian specific requirements and interpretations'<sup>8</sup>.

Structural items must be in compliance as much as possible. Derogation is only allowed after evaluation by the designated official of the BMI.

### 3. Ship flying Belgian flag

#### a) Inspection policy for ships of Convention Size

The general inspection policy is determined by the Belgian Maritime Administration within the Ministry of Transport of the Kingdom of Belgium, which acts as flag state.

The general inspection policy is based on the principle of Corporate Governance. The general flag state inspection regime consists of two levels:

##### *i. Basic inspection package*

The basic inspection package is applicable to all ships flying the Belgian flag. Ships are required to be inspected by the flag state at least once during the validity of the regulatory certificates.

It is the responsibility of the owner or company to ensure compliance with the inspection policy by the Belgian Maritime Administration as applicable and published. It is also the responsibility of the owner or company to decide the involvement of any concerned party, flag state or Recognised Organisation, in accordance with the principles of the inspection policy.

In the basic inspection package the shipowner or manager decides when and where the ship will be submitted to the flag state inspection, keeping in mind the regulatory requirements for survey and certification.

When the flag state is performing inspections, audits or surveys, the scope will be that of the regulatory certificates, for which the issue has not been explicitly delegated to the recognised organisations, within its appropriate time window.

When the flag state is performing its inspections, audits or surveys, the delegation to the Recognised Organisation, mentioned in this working agreement and corresponding with the regulatory certificates issued by the flag state, will cease to be applicable. This is mentioned for each regulatory certificate issued by the flag state, under BMI additional requirements.

More specifically this basic inspection package for ships of Convention Size consists of:

##### *i.1 Document of compliance*

Audits concerning the Document of Compliance of the shipowner is exclusively done by the designated official of BMI.

##### *i.2 ISM – ISPS – MLC*

In a cycle of 5 years the intermediate or renewal audit concerning ISM/ISPS/MLC is to be executed by the designated official of BMI.

It is up to the shipowner which audits will be executed by the designated official of BMI, keeping in mind the location and the availability of the ship.

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<sup>7</sup> IACS No.99 Recommendations for the Safety of Cargo Vessels of less than Convention Size, as amended will also be referred to as IACS No. 99.

<sup>8</sup> Link: [https://mobilit.belgium.be/nl/scheepvaart/non\\_solas](https://mobilit.belgium.be/nl/scheepvaart/non_solas)

This means that when the Recognised Organisation has performed the intermediate audit, it is no longer authorized to perform the renewal audit, unless expressly authorized by the delegated official of the BMI.

More detailed information can be found under [D, I, 2 'Conventional vessels'](#).

### *i.3 Regulatory inspections*

In a cycle of 5 years at least the regulatory intermediate or renewal verification is to be executed by the designated official of BMI for which BMI issued the corresponding certificate.

It is up to the shipowner which regulatory inspections will be executed by the designated official of BMI, keeping in mind the location and the availability of the ship.

This means that when the Recognised Organisation has performed the intermediate survey, it is no longer authorized to perform the renewal survey, unless expressly authorized by the delegated official of the BMI.

More detailed information can be found under [D, I, 2 'Conventional vessels'](#).

### *ii. Additional inspection package*

In Belgium the Flag State Incident Response FSIR is a system which monitors the quality of performance of the shipowners, the government and the recognised organisations.

When results of the FSIR identifies risks, this can lead to supplementary control measures, aiming to ensure an increase in quality and safety standards of ships, shipowners or ship managers and the living and working conditions of the seafarers. This can be, among other things, additional audits at the shipping company and/or additional audits and/or inspections on board the ship.

Additional inspections, audits or surveys, may be imposed by the flag state, to a single ship or a series of ships, based on the quality and safety performance of a shipowner, ship manager or (a) particular ship(s).

The scope of the inspections is decided by the flag state based on the most efficient and effective means to improve the performance. The delegations to the Recognised Organisation for the additional inspections, audits or surveys are not incorporated in this working matrix.

The additional inspections, audits and surveys are in principle carried out by the flag state, however delegations to the Recognised Organisation may be granted on a case by case basis, in accordance with the article 4.5 of the Working agreement.

These possible additional audits or inspections are not to replace the required audits or inspections by the designated official of BMI mentioned above.

### **b) Inspection policy for cargo vessels of less than Convention Size**

Cargo vessels of less than 500 GT when flying the Belgian flag, except non-propelled pontoons and fishing vessels, shall comply with recommendation No. 99 Recommendations for the Safety of Cargo Vessels of less than Convention Size, as amended, issued by the International Association Of Classification Societies (IACS 99)<sup>9</sup>.

These ['Recommendations for the safety of cargo vessels of less than convention size'](#) supplemented (or replaced where mentioned explicitly) by the Belgian specific requirements and interpretations set out in the

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<sup>9</sup> IACS No. 99 Recommendations for the Safety of Cargo Vessels of less than Convention Size, as amended will also be referred to as IACS 99.

document '[IACS 99 – Belgian specific requirements and interpretations](#)'<sup>10</sup>. The table of contents of both documents is identical up to chapter 9 where additional mandatory Belgian requirements are listed.

It is pointed out that the inspection regime is different from the inspection regime for ships of Convention Size.

The delegated official of the BMI will inspect a cargo vessels of less than Convention Size with Class certificate:

- When the ship is in Belgian, Dutch or French waters: yearly,
- When the ship is outside these waters: at least twice every 5 years.

The window for surveys is the same window as for the Recognised Organisations:

- Anniversary date+/- 3 months
- Renewal due date -3 months

More detailed information can be found under [D, I, 3 'Vessels below convention size \(<500GT\) and pontoons'](#).

The drydock will be according to class rules: twice every 5 years. More information on drydock for cargo ships ship of less than convention size (< 500 GT) and pontoons can be found under [B, VI, 3, c\) Dry dock](#).

It is the responsibility of the owner or company to ensure compliance with the inspection policy by the Belgian Maritime Administration as applicable and published. It is also the responsibility of the owner or company to decide the involvement of any concerned party, flag state or Recognised Organisation, in accordance with the principles of the inspection policy.

In case a survey is performed by a recognised organisation on behalf of the Belgian Maritime Inspectorate, the survey is to be performed according to the rules of the 'IACS 99 and the Belgian specific requirements and interpretations', taking into account the derogations given by the BMI and listed in the exemption certificate. Reference to the exemption certificate can be found in the remarks section on the Certificate of Seaworthiness. The survey statement and/or report shall reflect this scope clearly.

### c) Dry dock

Inspections of the outside of the ship's bottom in drydock/ afloat of conventional vessels shall be performed according to the applicable paragraphs of the IMO Assembly Resolution "Survey guidelines under the harmonized system of survey and certification (HSSC)", in its latest version. Where special consideration should be given to ships 15 years of age or over, the BMI shall be consulted for agreement.

Extended drydocking can be taken into consideration, but can only be applied after a ship-specific authorization from BMI.

Cargo ships of less than convention size (< 500 GT) and pontoons registered with a Recognised Organisation in the highest class of their category, require a minimum of two inspections of the outside of the ship's bottom each five-year period of the classification certificate. One such examination is to be carried out in conjunction with the Class Renewal Survey. Reference is made to IACS UR Z3 Periodical Survey of the Outside of the Ship's Bottom and Related Items. In all cases the interval between any two such inspections should not exceed 36 months. Inspections of the outside of the ship's bottom should normally be carried out with the ship in dry dock. However, consideration may be given to alternate inspections being carried out with the ship afloat. Where special consideration should be given to ships 15 years of age or over, the BMI shall be consulted for agreement.

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<sup>10</sup> [https://mobilit.belgium.be/nl/resource/iacs\\_99\\_belgian\\_requirements\\_and\\_interpretations](https://mobilit.belgium.be/nl/resource/iacs_99_belgian_requirements_and_interpretations)

d) In the event of shortcomings or incident

Notwithstanding the duty of notification incumbent upon the master or owner of a ship 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 Recognised Organisation shall also have the duty of informing the designated official of the BMI about these incidents when and if becoming aware of such incidents.

*d.1) Detainable deficiencies*

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

Any identified deficiency which may result or would justify detention must be notified explicitly and immediately.

Only after receiving agreement of the delegated official of the BMI the Recognised Organization can act on the detainable deficiencies.

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 water-tightness 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 the latest version of the IMO Assembly Resolution on "Procedures for Port State Control"<sup>11</sup>, as amended and/or in EU Directive 2009/16 on port State control, as amended<sup>12</sup> ;
- no longer meeting the requirements of the prevailing instruments for living and working conditions of the seafarers (MLC).

This list is not to be considered exhaustive.

*d.2) Deficiency*

A deficiency is a shortcoming or omission that has not been rectified, and which may be harmful for the safety of the ship or a condition found which is not in compliance with the requirements of the relevant convention.

A time window will be set by the Recognised Organisation or the designated official of the BMI, within which the deficiency must be rectified.

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<sup>11</sup> The latest version can be found on the IMO website [via this link](#).

<sup>12</sup> Link to EU Directive 2009/16: <https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32009L0016>

#### d.3) *Observed deficiency*

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.).

#### d.4) *Accidental damage*

If the accidental damage occurred in a port, this must be specified. Accidental damage in ports includes damage occurring in ports, both during loading and unloading operations, as well as during manoeuvring of the vessel.

#### e) Change of Recognised Organisation

Reference is made to the Working Agreement.

A transfer of class to or from a Recognised Organisation shall be in accordance with the procedures of IACS Transfer of Class Agreement.

### 4. Flagging out

#### a) To another flag

When the Recognised Organisation is informed by the manager that a Belgian ship is changing flag, this must be notified to the delegated official of the BMI.

#### b) The ship is being prepared for recycling

Although the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, hasn't come into force yet, the European Regulation 1257/2013 aims at facilitating early ratification of this Convention.

When a ship is being prepared for recycling, the delegated official of the BMI must be notified timely.

All applicable requirements of EU Reg. 1257/2013 must be met. Special attention must be given that when a 'ready for recycle certificate' has been drawn up by the Recognised Organisation, it must be sent to the delegated official of the BMI to be countersigned. See also the remark under [B, VI, 3. Electronic certificates](#).

The ship recycling facility where the ship is to be recycled needs to be included in the European List.

The RO performing the necessary tasks for ship recycling does not necessarily need to act as RO for the issuance of the regulatory certificates.

## C Specific instructions

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### I. Inventory

An inventory of equipment as mentioned in the Records of Equipment (Form E and Form R) should mention only the equipment placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board.

However, all the equipment on board must be fully functioning whether the equipment is to comply with regulatory instruments or voluntarily placed.



The installation and functioning of all the equipment are in accordance with the description of technical documentation, including timely maintenance, service, calibration, testing, certification and/or examination if applicable. Special attention is given to the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive.

It is possible to find an enlistment of all this equipment in Record of approved GMDSS radio installation, of which you can find the model in IACS N° 126, and in Record of approved Ship Safety Equipment, IACS N° 128, if these are made available on board.

## II. MED Directive

[EU Directive 2014/90/EU](#) of marine equipment (MED Directive) lays down common rules for the certification of marine equipment and sets up a EU market surveillance framework. EU Directive 2014/90/EU repeals the previous MED Directive 96/98/EC.

Explanation on the MED Directive is only given related to the role of the Recognised Organisation in the surveys related to MED equipment placed onboard Belgian ships and not to the possible role of the Recognised Organisation as Notified Body.

The relevant international maritime safety conventions for MED compliance are SOLAS, MARPOL and COLREG, in consolidated version, together with their protocols and codes of mandatory application. Equipment within the scope of the MED Directive is equipment which is required by these international instruments and must be approved by the Flag State Administration of the relevant ship.

Commission Implementing Regulations based on EU Directive 2014/90/EU indicate in a comprehensive list the design, construction and performance requirements and testing standards in respect of MED equipment as well as the dates from which the testing standards are to apply. This list is regularly updated. Regarding the new columns 'first placing on the market' and 'last placing on board' RO's are requested to consult the delegated official of the BMI in cases of doubt on a case by case basis.

In case of newbuilding, an extensive modification, or an existing ship to be registered in the Belgian registry, a specific instruction and authorization will be provided by the designated official of the BMI with the procedure to be followed by the RO to verify compliance with the MED Directive.

When an RO carries out an inspection on board a ship flying the Belgian flag to endorse or renew the certificates as required by the international conventions, the RO shall ensure that the marine equipment on board the ship complies with the requirements of the MED Directive. The issuance or endorsement of the relevant certificates is considered as conformation that MED compliance is checked.

The RO sees to it that the marine equipment falling under MED, bears the wheel mark and that the EC Document of Conformity for the specific MED equipment with the underlying certificates is onboard. These documents may be placed onboard in an electronic format.

The wheel mark may be supplemented by an appropriate and reliable form of electronic tag for MED equipment enlisted in [Commission Delegated Regulation \(EU\) 2018/414](#).

The model of the EC Declaration of Conformity can be found in annex III of [Decision No 768/2008/EC](#) on a common framework for the marketing of products, and repealing Council Decision 93/465/EEC.

Where it is proven or strongly suspected that MED equipment placed on board Belgian ships is not in compliance with MED Directive and/or the relevant IMO performance and test standards applicable, the delegated official of the BMI needs to be informed. RO's are requested to include as many documented evidence as possible: failed test results, suspected fraudulent conformity documents/wheelmarks, photographs etc.

RO's are requested to inform the delegated official of the BMI about any complaints received regarding Notified Bodies notified by Belgium and responsible for MED type approval of equipment placed onboard an EU ship.

### III. MRV

[EU Regulation 2015/757](#) on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport sets up a system for monitoring, reporting and verification (MRV system) of carbon dioxide emissions based on the fuel consumption of ships in order to reduce CO2 emissions from shipping at European Union level.

It is applicable to ships for the voyages from and/or to a port of call under the jurisdiction of a Member State of the European Union.

Verification activities under EU Regulation 2015/757 are to be carried out by a verifier which has to be accredited by a national accreditation body according to EU Regulation 765/2008. This can be, but is not necessarily a Recognized Organization under EU Regulation 391/2009. The authorization of verification activities are therefore not in the scope of the Work Matrix.

However, when a regulatory survey is conducted by the Recognized Organization, it must be checked that ships to which EU Regulation 2015/757 applies, are provided with a valid Document of Compliance.

The formats of the documents and certificates shall be in compliance with the applicable [Commission Implementing Regulation 2023/2449](#).

### IV. DCS and notification GISIS, EEXI and CII

MEPC.278(70) has adopted amendments to MARPOL Annex VI on Data collection system for fuel oil consumption of ships. In 2021 Annex VI of MARPOL has been completely revised through the adoption of MEPC.328(76) containing amendments concerning mandatory goal-based technical and operational measures to reduce carbon intensity of international shipping, working towards the levels of ambition set out in the Initial IMO Strategy on reduction of GHG emissions from ships. This requires 2 new concepts to consider: the Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII).

In accordance with regulation 26 of the revised MARPOL Annex VI (or former regulation 22.2 according to the previous amendments), in the case of a ship of 5,000 gross tonnage and above, the Ship Energy Efficiency Management Plan (SEEMP) shall include a SEEMP Part II, holding a description of the methodology that will be used to collect the data required by regulation 27 (former regulation 22A) of MARPOL Annex VI and the process that will be used to report the data to the ship's Administration.

In accordance with regulations 23 and 25 of the revised MARPOL Annex VI, all ships on which these regulations are applicable, must calculate their 'attained EEXI', which must be lower than or equal to the 'required EEXI' stated in Annex VI for the type and size of ship.

All ships must have an approved EEXI Technical File onboard and an IEEC by the first survey on or after the 1 January 2023. This verification is part of the scope of the IAPP survey.

In accordance with regulation 28 of the revised MARPOL Annex VI, all ships on which this regulation is applicable, must calculate their attained annual operational CII each year.

Full delegation is given to the Recognised Organisation for all necessary plan review and approval, survey and issue of certification, and transfer of data to the IMO regarding EEXI, DCS and CII.

### 1. Verification SEEMP and issuance of Conformation of Compliance

The SEEMP needs to be verified by the Recognised Organisation, and shall include the description of the methodology that will be used to collect the data regarding DCS, and include the required information regarding CII.

Confirmation of compliance shall be provided to and retained on board the ship. A sample format for the confirmation of compliance can be found in IMO [Circular MEPC.1/Circ.876](#). This conformation can be given electronically.

### 2. DCS: Verification of reporting of the fuel oil consumption data and issuance of Statement of Compliance

MARPOL Reg. VI/27.7 (former Reg. VI/22A.7) of MARPOL Annex VI requires that ship fuel oil consumption data shall be verified. Res. [MEPC.292\(71\)](#) 2017 Guidelines for Administration verification of ship fuel oil consumption data is to be taken into account.

It is up to the Recognised Organisation to decide the additional documentation a ship should submit along with its annual data report. This additional documentation deems to be relevant to facilitate data verification.

In addition to the documentation the Recognised Organisation may request a ship to submit such documentation needed to perform a comprehensive review of a ship's annual fuel oil consumption, distance travelled, and hours underway. This documentation may be used by the Recognised Organisation to verify whether the ship followed the methodology specified in its Data Collection Plan.

Should any discrepancy be identified by the Recognised Organisation in the reported data, the Recognised Organisation should communicate this to the Company on a timely basis for correction. On receipt of corrected data from the Company and satisfactory completion of the verification, the Statement of Compliance will be issued by the Recognised Organisation.

The Statement of Compliance must be drawn up in a form corresponding to the model given in appendix X to MARPOL Annex VI and shall be in English.

### 3. DCS: Submission of verified data to IMO Ship Fuel Oil Consumption Database

The Recognised Organisation is authorized and obliged to transfer the reported data noted in appendix IX to Annex VI MARPOL by the Belgian registered ships to the IMO Ship Fuel Oil Consumption Database via electronic communication and using the standardized format, taking into account Res. MEPC.293(71) '2017 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database'.

The reported data need to be transferred one month after issuing the Statements of Compliance of these ships.

### 4. CII: Notification of the operational carbon intensity rating

The Recognised Organisation shall inform the Belgian Maritime Inspectorate on ships rated as D for 3 consecutive years, or rated as E. The Recognised Organisation shall forward the plan of corrective actions to achieve the required annual operational CII and the revised SEEMP to BMI.

5. Authorization limited to ships classed with the Recognised Organisation  
The Recognised Organisation performing the necessary tasks for DCS and CII does not necessarily need to act as Recognised Organisation for the issuance of the regulatory certificates.

However, regarding the necessary verifications for EEXI, this shall be performed in full by the RO by which the vessel is classed.

## V. On board exhaust gas cleaning systems EGCS (scrubbers)

The use of on board exhaust gas cleaning systems, also known as scrubbers, is allowed by MARPOL Annex VI, Ch. I, Reg. 4.2 as an alternative compliance method if at least as effective in terms of emission reductions as that required by MARPOL Annex VI, including any of the standards set forth in regulation 14. The 2015 Guidelines for exhaust gas cleaning systems, mentioned in Res. MEPC.259(68) resp. 2021 EGCS Guidelines mentioned in Res.MEPC.340(77) must be taken into account.

On board exhaust gas cleaning systems must be in compliance with the Marine Equipment Directive EU 2014/90 as amended.

When an on board exhaust gas cleaning system is being installed on board, this must be notified to the delegated official of the BMI.

For ships which are fitted with an on board exhaust gas cleaning system to the main engine, but not to the auxiliary engines there is a risk of using high sulphur content of fuel oil on high seas for auxiliary engines.

So far this was almost impossible to detect. The introduction of DCS and MRV is possibly a first step to gain insight into the specific use of high sulphur content fuel oil of the auxiliary engines.

During surveys special attention should be given to procedures and records concerning the on board exhaust gas cleaning system and especially to the use of fuel oil with a high sulphur content. Any possible violation must be notified immediately to the designated official of the BMI.

## VI. Ship Recycling

### 1. General

Although the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships hasn't come into force yet, the European Regulation 1257/2013 on ship recycling aimed at facilitating early ratification of this Convention. This has as a consequence an implicitly early implementation of this convention.

Special attention should be drawn to the installation or use of hazardous materials on ships which are prohibited or restricted as specified in Annex I of Regulation 1257/2013, without prejudice to other requirements of relevant EU law which may require further measures.

As Belgian ships are EU-flagged ships, the Inventory of Hazardous Materials (IHM) must comply with the requirements of the European Regulation 1257/2013 on ship recycling which contains two additional hazardous materials. Therefore the IHM must include:

- PFOS in the table A materials, and
- HBCDD in the table B materials.

For the development of the IHM, Res. MEPC.269(68) must be taken into account as well as the Best Practice Guidance on the inventory of Hazardous Materials from the European Maritime Safety Agency (EMSA)<sup>13</sup>.

Certificates issued in the framework of ship recycling, will only refer to the EU Regulation 1257/2013 on ship recycling. A statement of compliance referring to the Hong Kong International Convention for the Safe, and Environmentally Sound Recycling of Ships is allowed.

The formats of the documents and certificates shall be in compliance with the applicable Commission implementing regulations.

## 2. Monitoring control measures

Annex I of the EU Regulation 1257/2013 lists the hazardous materials which have to be identified on board a ship when the IHM is developed, in accordance with Article 5 of the EU Regulation 1257/2013. The IHM should be properly maintained and updated throughout the operational life of the ship, reflecting new installations containing any hazardous materials referred to in Annex II of the EU Regulation 1257/2013 and relevant changes in the structure and equipment of the ship. There are also prohibitions and restrictions on the installation of such hazardous materials.

On board, there must be control measures for materials identified as hazardous materials. During the survey of the Certificate of Seaworthiness, it must be ensured that these measures are in place and complied with. It must also be checked whether any equipment or structural components containing hazardous materials have been installed since the IHM was prepared.

The Certificates of Seaworthiness are listed in Annex 1 and Annex 2 under 'A. Certificates and documents based exclusively on Belgian law which are mandatory'.

More information can be found in the EMSA document '[Guidance on the inclusion of Cybutryne in the Inventory of Hazardous Materials IHM requirements under Regulation \(EU\) No 1257/2013](#)'.

## 3. Cybutryne

Annex I of the EU Regulation 1257/2013 includes "Anti-fouling compounds and systems regulated under Annex I to the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention), as in force at the time of the application or interpretation of this Annex". EU Regulation 1257/2013 also stipulates that the IHM shall be prepared taking into account the relevant IMO guidelines (see Articles 5(3), 5(4) and 12(3)). Therefore, as Cybutryne is now included in Annex I of the AFS Convention, this compound is now by default included in the Ship Recycling Regulation through this reference.

Existing IHM documents should not be revised immediately to include Cybutryne if it is present on a ship.

The AFS Convention requires ships containing Cybutryne in their anti-fouling system to apply a coating that forms a barrier to the leaching of this substance from the underlying non-compliant anti-fouling system or to remove it at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months after the last application to the ship of an anti-fouling system containing Cybutryne. At that time, the ship's IHM document must be updated/maintained to record the presence/absence of Cybutryne. However, the inclusion of Cybutryne in the IHM must be done immediately when the maintenance results in the IHM being updated to include new materials or when a survey is carried out in accordance with Article 8(3) of EU Regulation 1257/2013.

Finally, after 1 January 2023, new ships will have to have an IHM on board which records the absence of Cybutryne in their anti-fouling system.

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<sup>13</sup> <https://www.emsa.europa.eu/we-do/sustainability/environment/150-ship-recycling/2874-emsa-s-best-practice-guidance-on-the-inventory-of-hazardous-materials.html>

## VII. Remote surveys and audits

A remote survey is a means of survey that enables examination of a ship's hull structure, machinery components and systems, and ship's equipment and/or gathering information and evidence of compliance with applicable requirements without the physical attendance on board of the surveyor. A remote survey must be carried out in accordance with the requirements set out in the latest version of the Assembly Resolution Survey guidelines under the harmonized system of survey and certification (HSSC), more specific paragraph 5.14.

A remote audit must be carried out in accordance with the requirements set out in IMO Resolution A.1188(33) 2023 Guidelines on implementation of the international safety management (ISM) Code by administrations, more specific paragraph 4.8.

In principle, a statutory survey or audit cannot be performed entirely remotely. Only parts of a survey or an audit can be carried out remotely, such as certain verifications of documents.

A remote survey or audit is only allowed on a case-by-case basis.

- It is only permitted with the express agreement of the BMI,
- It can only be accepted for specific additional surveys or audits or for the verification of specific outstanding items.

IMO guidelines are currently being developed. Once these guidelines are adopted, they will have to be taken into account when a remote survey is authorized by the BMI in a specific case.

## VIII. (Semi-)autonomous shipping

The development of autonomous shipping at sea is an important impulse for the shipping and mobility policy.

Organisations wishing to carry out tests at sea with autonomous or remote-controlled vessels must submit a request to the DG Shipping of the FPS Mobility and Transport.

For any request or for more information about autonomous or remote-controlled vessels, information can be found: [https://mobilit.belgium.be/en/shipping/semi\\_autonomous\\_shipping](https://mobilit.belgium.be/en/shipping/semi_autonomous_shipping).

## IX. Vessels with propulsion using alternative fuels.

In case of newbuilding, an extensive modification, or an existing ship to be registered in the Belgian registry, a specific instruction and authorization will be provided by the designated official of the BMI with the procedure to be followed by the RO to verify compliance with the applicable requirements.

## D General instructions for authorization of surveys and audits in the context of the Belgian survey and audit policy

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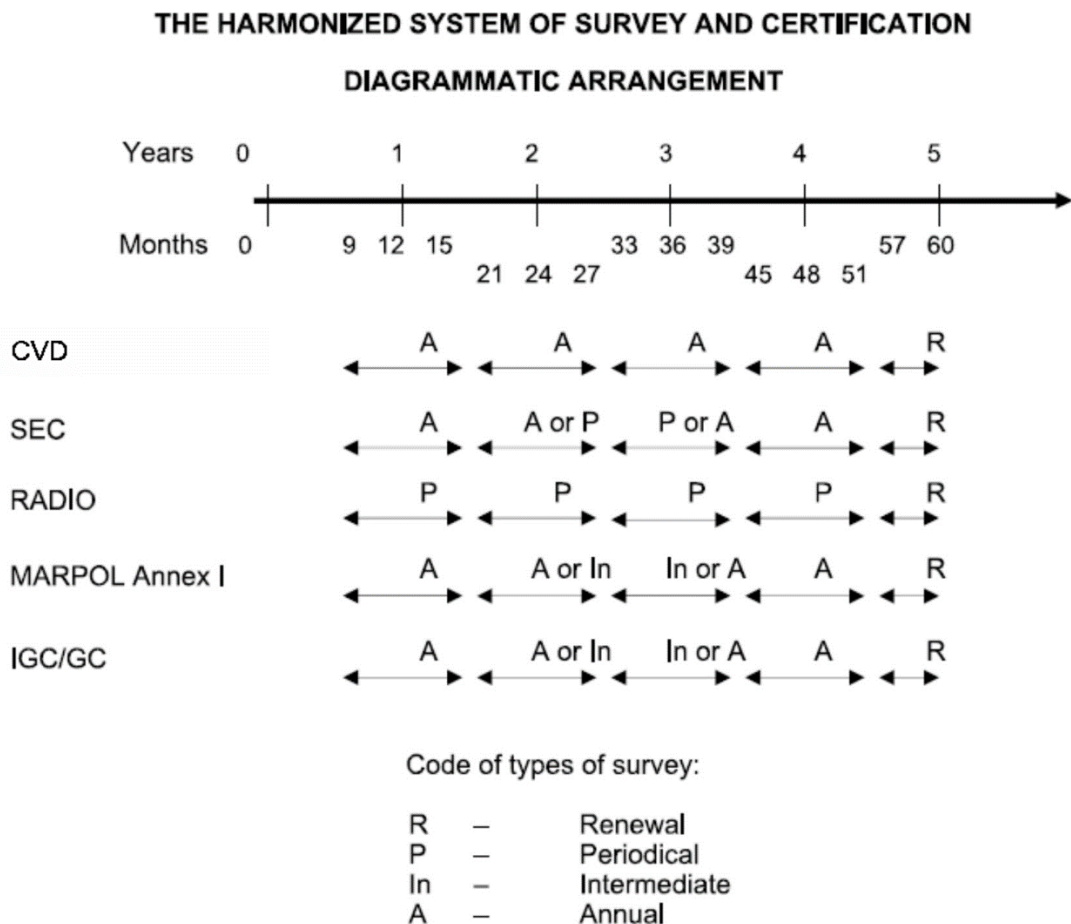
1. Newbuilding, extensive modification or Change of Flag of an existing vessel
  - Specific case-by-case instructions regarding the surveys, audits and issue of certificates will be provided by the designated official of the BMI,
  - Compliance with EU and Belgian legislation shall be verified during the survey,
  - Surveys must be in accordance with the survey guidelines under the Harmonized System of Survey and Certification (HSSC),

- Surveys for Change of Flag must be in accordance with IACS PR 28.

## 2. Conventional vessels

Surveys for Certificate of Seaworthiness (CVD from 'Certificaat van deugdelijkheid'), Cargo Ship Safety Equipment Certificate (SEC), Cargo Ship Safety Radio Certificate (RADIO), International Oil Pollution Prevention Certificate (IOPP), International Certificate of Fitness for the Carriage of Liquified Gases in Bulk (IGC/GC) and exemption certificates (incl LL exemption certificates):

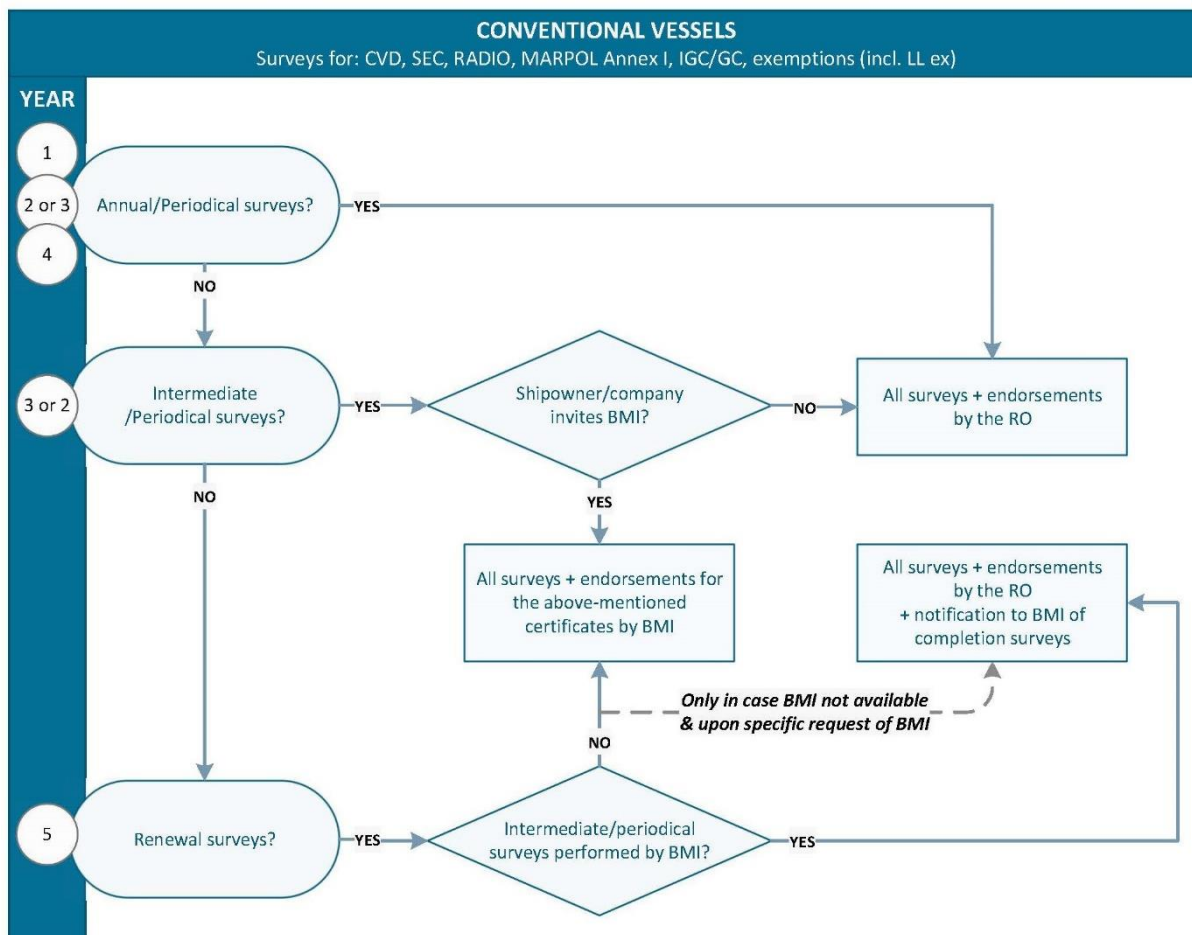
- Surveys must be in accordance with the survey guidelines under the Harmonized System of Survey and Certification (HSSC). The Belgian Certificate of Seaworthiness (CVD) was added in the scheme below as this certificate also follows the same time line as the other certificates.



- Annual/ periodical surveys (year 1 – 2/3 – 4)
  - o All surveys are to be performed by the RO.
  - o All certificates are to be endorsed by the RO.
- Intermediate/ periodical surveys (year 3/2)
  - o In case the shipowner or company decides to invite BMI: BMI will perform the surveys for all above mentioned certificates and endorse the corresponding certificates, unless specific instructions are given by the attending BMI surveyor to the RO surveyor to verify remaining items for completion of the surveys and endorsements on the certificates.
  - o In case the shipowner decides not to invite BMI: all surveys are to be performed by the RO and all certificates are to be endorsed by the RO.
- Renewal surveys (year 5)
  - o In case BMI has performed the intermediate surveys: the RO is authorized to perform the

renewal surveys and to endorse all the certificates. The RO must inform BMI upon successful completion of the surveys, after which BMI will issue a new Certificate of Seaworthiness and Minimum Safe Manning Document.

- In case the intermediate surveys have been performed by the RO: the shipowner or company must invite BMI to perform the surveys. In case BMI is not able to perform the surveys, the RO is only authorized to perform the surveys and to endorse the certificates upon specific request of the designated official of the BMI.

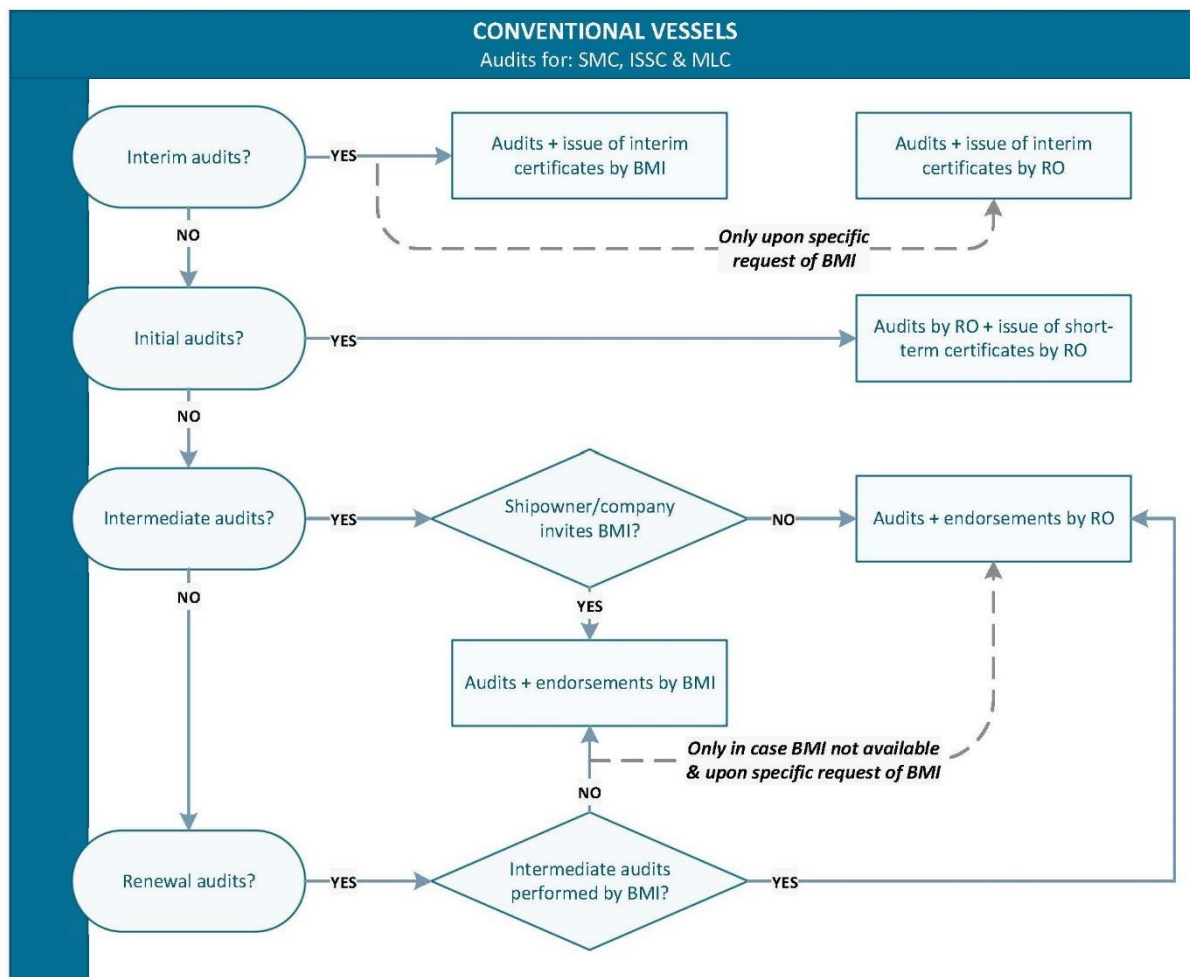


Audits for Safety Management Certificate (SMC), International Ship Security Certificate (ISSC), Maritime Labour Certificate (MLC):

- Interim audits
  - The RO does not have authorization to perform the interim audits and to issue the corresponding interim certificates, unless upon specific request of the designated official of the BMI.
- Initial audits
  - The RO is authorized to perform the initial audits and to issue the corresponding certificates with a maximum validity of 5 months, unless specific instructions have been given by the designated official of the BMI to the shipowner or company that these initial audits must be performed by BMI. It is the responsibility of the shipowner or company to invite the correct party (BMI/RO) according the instructions given.
- Intermediate audits
  - In case the shipowner or company decides to invite BMI: BMI will perform the audits and endorse the corresponding certificates.



- In case the shipowner decides not to invite BMI: the audits are to be performed by the RO and the corresponding certificates are to be endorsed by the RO.
- Renewal audits
  - In case BMI has performed the intermediate audits: the RO is authorized to perform the renewal audits and to endorse the corresponding certificates.
  - In case the intermediate audits have been performed by the RO: the shipowner or company must invite BMI to perform the audits. In case BMI is not able to perform the audits, the RO is only authorized to perform the audits and to endorse the corresponding certificates upon specific request of the designated official of the BMI.



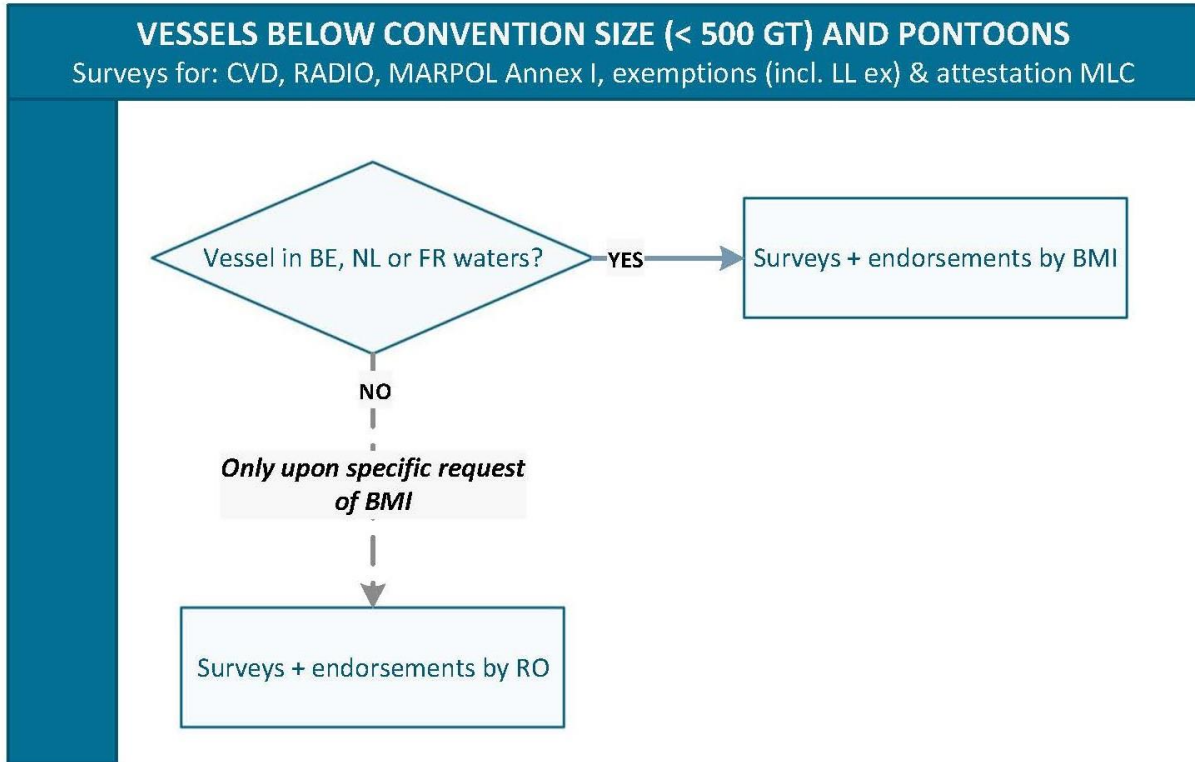
In case risks are identified regarding the quality and/ or safety performance of a shipowner, ship manager or a vessel, supplementary control measures may be imposed by the BMI such as the requirement for additional inspections, or specific surveys or audits that must be performed by BMI instead of the RO, irrespective of above standard authorizations. The delegations and instructions regarding these control measures are not incorporated in the work matrix. It is the responsibility of the shipowner or company to invite the correct party (BMI/ RO) in accordance with the instructions given.

### 3. Vessels below convention size (<500GT) and pontoons

Surveys for Certificate of Seaworthiness (CvD), Cargo Ship Safety Radio Certificate (RADIO), International Oil Pollution Prevention Certificate (IOPP), exemption certificates (incl LL exemption certificates) and Attestation of conformity with the Maritime Labour Convention (MLC):

- Annual, intermediate, periodical and renewal surveys

- In case the vessel is in Belgian, Dutch or French waters: BMI will perform the surveys for all above mentioned certificates and endorse the certificates.
- In case the vessel is in a location outside these waters: the shipowner or company must inform BMI about the surveys. In case BMI decides not to perform the surveys itself, the RO is only authorized to perform the surveys and to endorse the corresponding certificates upon specific request of the designated official of the BMI.



More detailed information and instructions can be found in [B, VI, 3 'Ship flying Belgian flag'](#) of the work matrix and in [Annex 1](#).

## Annex 1: Table summarizing the authorizations granted to the Recognised Organisation

This table is based on the IMO 'List of certificates and documents required to be carried on board ships, 2022 ([FAL.2/Circ.133 – MEPC.1/Circ.902 – MSC.1/Circ.1646 – LEG.2/Circ.4](#)), which contains the main references in the applicable IMO documents and certificates to the IMO instruments. These references will not be duplicated in this table.

The IMO instruments include the IMO maritime conventions as well as the technical codes, guidelines and standards adopted by the IMO and referred to in the IMO maritime conventions.

The IMO maritime conventions are the AFS Convention, the BWM Convention, the CSC Convention, the LL Convention, the LL Protocol of 1988, the MARPOL Convention, the MARPOL Protocol of 1978, the MARPOL Protocol of 1997, the PAL Convention, the SOLAS Convention, the SOLAS Protocol of 1978, the SOLAS Protocol of 1988, the SRC Convention, the STCW Convention and the Tonnage Convention. This table is supplemented with certificates and documents based on Belgian and/or EU legislation and legislation from ILO.

This list is not exhaustive.

Authorizations		Issue & Endorsements of certificates	Surveys									
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit		<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement	<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey									
Ref.	Certificates / Documents	<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i</a> .										
		I	R	E	I	P	A	R	In	B	Ad	
<b>A</b>	<b>CERTIFICATES AND DOCUMENTS BASED EXCLUSIVELY ON BELGIAN LAW WHICH ARE MANDATORY</b>											
A.1.01	Certificate of Registry (or other document of nationality) (Certificaat van registratie)	ND										
A.1.02	Certificate of Seaworthiness for a Passenger Ship	ND										
A.1.03	Certificate of Seaworthiness for a Nuclear Passenger Ship	ND										
A.1.04	Certificate of Seaworthiness:											

Belgian/BMI requirements (Annex 2)<sup>14</sup>

<sup>14</sup> When indicated "Y": Specific Belgian and/ or BMI requirements are applicable. These can be found in the 'Annex 2 List of Belgian/BMI requirements' further in this document: '[Annex 2: List of Belgian/BMI requirements](#)'.

Authorizations			Issue & Endorsements of certificates			Surveys						Belgian/BMI requirements (Annex 2) <sup>14</sup>		
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey								
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i).</a>											
			I	R	E	I	P	A	R	In	B		Ad	
A.1.04a	- for a Cargo ship of convention size	P	ND	ND	Annual: Y			Y	Y*					Y
A.1.04b	- for a cargo ship of less than convention size (< 500 GT)	L	ND	ND				Y <sup>15</sup>	Y <sup>15</sup>		Y <sup>15</sup>			Y
A.1.05	Attestation for exemptions for cargo ships of less than convention size (< 500 GT)	L	ND	ND				Y <sup>15</sup>	Y <sup>15</sup>					Y
A.1.06	Certificate of Seaworthiness for a Nuclear Cargo Ship	ND												
A.1.07	Interim Certificate of Seaworthiness	L	ND			Y <sup>15</sup>								
A.1.08	Certificate of Seaworthiness for restricted navigation	L	ND	ND		Y <sup>15</sup>			Y <sup>15</sup>		Y <sup>15</sup>			Y
A.1.09	Authorization of departure	L	ND										Y	Y
A.1.10	Certificate of departure (land movers)	ND												
<b>B</b>	<b>CERTIFICATES AND DOCUMENTS BASED ON IMO INSTRUMENTS WHICH ARE MANDATORY</b>													
<b>B.1</b>	<b>All ships to which the referenced convention applies</b>													
B.1.01	International Tonnage Certificate + Supplement	L	ND	ND		Y						Y	Y	
B.1.02	National Tonnage Certificate	L	ND	ND		Y						Y	Y	
B.1.03	Suez-canal Tonnage Certificate	F	Y	Y		Y						Y		
B.1.04	Panama-canal Tonnage Certificate	F	Y	Y		Y						Y		

<sup>15</sup> The authorization to carry out surveys and audits depends also on where a cargo vessel of less than Convention Size or pontoon is located. For more information on 'Inspection policy for cargo vessels of less than Convention Size': see [B.VI.3. b\).](#)

Authorizations			Issue & Endorsements of certificates			Surveys								
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey								
Ref.	Certificates / Documents		<b>Y</b> : When RO is authorized <b>Y*</b> : The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i.</a>											
			I	R	E	I	P	A	R	In	B	Ad		
B.1.05	National Load Line Certificate	P	Y	Y	Annual: Y <sup>16</sup>	Y <sup>16</sup>		Y <sup>16</sup>	Y <sup>16</sup>					Y
B.1.06	International Load line Certificate	P	Y	Y	Annual: Y	Y		Y	Y					Y
B.1.07	International Load Line exemption Certificate	P	ND	ND	Annual & Renew.: Y	Y		Y	Y					Y
B.1.08	Exemption Certificate (SOLAS I/12)	P	ND	ND	Ren.: Y				Y					Y
B.1.09	Coating Technical File	OV												Y
B.1.10	Emergency Towing Procedure	OV												
B.1.11	Construction drawings	OV												
B.1.12	Ship Construction File	OV												
B.1.13	Noise Survey Report (only for ships where applicable)	OV												
B.1.14	Stability Information and loading information, including inclining test and intact stability booklet. Includes also lightweight survey for passenger ships.	F												Y
B.1.15	Damage control plans and damage control booklets	F												
B.1.16	Manoeuvring booklet	OV												
B.1.17	Evaluation of the alternative design and arrangements	L + OV												Y
B.1.18	Maintenance plans	OV												
B.1.19	On Board Training and drill records	OV												

 Belgian/BMI requirements (Annex 2)<sup>14</sup>

<sup>16</sup> The authorization to carry out surveys and audits depends also on where a cargo vessel of less than Convention Size or pontoon is located. For more information on 'Inspection policy for cargo vessels of less than Convention Size': see [B.VI.3. b.](#)

Authorizations			Issue & Endorsements of certificates			Surveys								
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey								
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i.</a>											
			I	R	E	I	P	A	R	In	B	Ad		
B.1.20	Fire safety training manual	OV												
B.1.21	Fire Control Plans/booklet	OV												
B.1.22	Fire safety operational booklet	OV												
B.1.23	Operations manual for helicopter facility	OV												
B.1.24	Statement of acceptance of the installation of replacement release and retrieval system to an existing lifeboat	OV												
B.1.25	Muster List and Emergency Instructions	OV												
B.1.26	Ship-specific Plans and Procedures for Recovery of Persons from the Water	OV												
B.1.27	Training Manuals and instructions on life saving appliances	OV												
B.1.28	Radio record (of incidents related to radiocommunication)	OV												Y
B.1.29	Minimum Safe Manning Document	ND												
B.1.30	Voyage data recorder system (VDR) – certificate of compliance (by the testing facility)	OV												Y
B.1.31	AIS test report (by an approved surveyor or testing facility)	OV												Y
B.1.32	Nautical charts and nautical publications, including ECDIS	OV												Y
B.1.33	LRIT Conformance Test Report	OV												
B.1.34	International Code of Signals and a copy of Volume III of IAMSAR Manual	OV												
B.1.35	Records for pilot ladders used for pilot transfer	OV												
B.1.36	Records of navigational activities	OV												

 Belgian/BMI requirements (Annex 2)<sup>14</sup>

Authorizations			Issue & Endorsements of certificates			Surveys							
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey							
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i).</a>										
			I	R	E	I	P	A	R	In	B	Ad	
B.1.37	Cargo Securing Manual (except solid & liquid bulk cargoes)	OV											
B.1.38	Material Safety Data Sheets (MSDS)	OV											
B.1.39	ISM Interim Safety Management Certificate	L	Y			Y							Y
B.1.40	ISM Safety Management Certificate	P	ND	ND	Interm & Renew.: Y	Y			Y*	Y			Y
B.1.41	ISM Interim Document of Compliance	ND											
B.1.42	ISM Document of Compliance	ND											
B.1.43	Continuous Synopsis Record	ND											Y
B.1.44	Ship Security Plan (SSP) and associated records	P	Y			Y						Y	Y
B.1.45	Interim International Ship Security certificate	L	Y			Y							Y
B.1.46	International Ship Security certificate	P	ND	ND	Interm & Renew.: Y	Y			Y*	Y			Y
B.1.47	Exemption Certificate for unmanned non-self-propelled (UNSP) Barges	L	ND			Y <sup>17</sup>		Y <sup>17</sup>	Y <sup>17</sup>				Y
B.1.48	International Oil Pollution Prevention Certificate (IOPP), supplemented by its applicable Record of Construction and Equipment												

 Belgian/BMI requirements (Annex 2)<sup>14</sup>

<sup>17</sup> The authorization to carry out surveys and audits depends also on where a cargo vessel of less than Convention Size or pontoon is located. For more information on 'Inspection policy for cargo vessels of less than Convention Size': see [B.VI.3. b.](#)

Authorizations			Issue & Endorsements of certificates			Surveys						Belgian/BMI requirements (Annex 2) <sup>14</sup>			
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey									
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i.</a>												
			I	R	E	I	P	A	R	In	B		Ad		
B.1.48a	- for a cargo ship of convention size		P	ND	ND	Annual, Interm. & Renew.: Y	Y		Y	Y*	Y				Y
B.1.48b	- for a cargo ship of less than convention size (< 500 GT) or a pontoon		L	ND	ND	Annual, Interm.: Y <sup>18</sup>	Y <sup>18</sup>		Y <sup>18</sup>	Y <sup>18</sup>	Y <sup>18</sup>				Y
B.1.49	Oil Record Book		OV												
B.1.50	Shipboard Oil Pollution Emergency Plan (SOPEP)		F + OV												
B.1.51	International Sewage Pollution Prevention Certificate		F	Y	Y		Y			Y					Y
B.1.52	Document of approval for the rate of sewage discharge		OV												Y
B.1.53	Garbage Management Plan		OV												Y
B.1.54	Garbage Record Book		OV												
B.1.55	SOx Emission Compliance Certificate and Exhaust Gas Cleaning (EGC) System Technical Manual		OV												Y
B.1.56	Ship Energy Efficiency Management Plan (SEEMP)		F + OV	Y			Y								Y
B.1.57	International Air Pollution Prevention Certificate (MARPOL Annex VI), supplemented by the Record of Construction & Equipment		F	Y	Y	Annual, Interm.: Y	Y		Y	Y	Y			Y	
B.1.58	International Energy Efficiency Certificate (MARPOL Annex VI) and its supplement		F	Y			Y							Y	

<sup>18</sup> The authorization to carry out surveys and audits depends also on where a cargo vessel of less than Convention Size or pontoon is located. For more information on 'Inspection policy for cargo vessels of less than Convention Size': see [B.VI.3. b.](#)



Authorizations			Issue & Endorsements of certificates			Surveys						Belgian/BMI requirements (Annex 2) <sup>14</sup>			
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey									
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i).</a>												
			I	R	E	I	P	A	R	In	B		Ad		
B.1.59	Statement of Compliance – Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating (CII)		F	Y											Y
B.1.60	Ozone-depleting Substances Record Book		OV												Y
B.1.61	Logbook or electronic record book – nitrogen oxides emission		OV												Y
B.1.62	Fuel Oil Changeover Procedure and Logbook		OV												Y
B.1.63	Manufacturer's operating manual for incinerators		OV												
B.1.64	Bunker delivery note and representative sample		OV												
B.1.65	Energy Efficiency Design Index (EEDI) Technical File		F + OV	Y			Y								Y
B.1.66	Energy Efficiency Existing Ship Index (EEXI) Technical File		F + OV	Y			Y								Y
B.1.67	Engine International Air Pollution Prevention Certificate + Supplement to Engine International Air Pollution Prevention Certificate		F	Y			Y								
B.1.68	Marine diesel engine: Technical File (NOx Technical Code 2008)		OV												
B.1.69	Record Book of Engine Parameters (NOx Technical Code 2008)		OV												
B.1.70	Certificates for Master, Officers and seafarers		OV												
B.1.71	Record of daily hours of rest		OV												
B.1.72	International Anti-Fouling System Certificate and its Record of Anti-fouling Systems		F	Y			Y							Y	

Authorizations			Issue & Endorsements of certificates			Surveys						Belgian/BMI requirements (Annex 2) <sup>14</sup>	
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey							
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i.</a>										
			I	R	E	I	P	A	R	In	B		Ad
B.1.73	Declaration on Anti-Fouling System	OV											Y
B.1.74	International Ballast Water Management Certificate	F	Y	Y	Annual, Interm.: Y	Y		Y	Y	Y		Y	
B.1.75	Ballast Water Management Plan	F + OV											Y
B.1.76	Ballast Water Record Book	OV											Y
B.1.77	Type Approval Certificate of Ballast Water Management System	F + OV											Y
B.1.78	Certificate of Insurance or other Financial Security in respect of civil liability for bunker oil pollution damage	OV											
B.1.79	Certificate of Insurance or other Financial Security in Respect of Liability for the Removal of Wrecks	OV											
<b>B.2</b>	<b>In addition to the certificates and documents listed in section B.1 above, passenger ships shall carry:</b>												
B.2.01	Passenger Ship Safety Certificate, supplemented by Record of Equipment	F	Y	Y		Y			Y				Y
B.2.02	Decision Support System for Masters of Passenger Ships	OV											
B.2.03	Search and Rescue Cooperation Plan	OV											
B.2.04	List of Operational Limitations, including exemptions (SOLAS Reg. V/30)	OV											
B.2.05	Certificate of insurance or other financial security in respect of liability for the death of and personal injury to passengers	OV											Y
<b>B.3</b>	<b>In addition to the certificates and documents listed in section B.1 above, cargo ships shall carry:</b>												
B.3.01	Cargo Ship Safety Construction Certificate	F	Y	Y	Annual, Interm.: Y	Y		Y	Y	Y	Y		Y

Authorizations			Issue & Endorsements of certificates			Surveys							Belgian/BMI requirements (Annex 2) <sup>14</sup>		
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey									
Ref.	Certificates / Documents		<b>Y</b> : When RO is authorized <b>Y*</b> : The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i.</a>												
			I	R	E	I	P	A	R	In	B	Ad			
B.3.02	Cargo Ship Safety Equipment Certificate supplemented by Record of Equipment (Form E)		P	ND	ND	Annual, Interm & Renew.: Y	Y	Y	Y	Y*					Y
B.3.03	Cargo Ship Safety Radio Certificate supplemented by Record of Equipment (Form R)														
B.3.03a	- for a ship of Convention Size		P	ND	ND	Periodic, Renew.: Y	Y	Y		Y*					Y
B.3.03b	- for a cargo ship of less than convention size (< 500 GT)		L	ND	ND	Periodic, : Y <sup>19</sup>	Y <sup>19</sup>	Y <sup>19</sup>		Y <sup>19</sup>					Y
B.3.04	Cargo Ship Safety Certificate (Alternative) + Record of Equipment for the Cargo Ship Safety Certificate (Form C)		ND												Y
B.3.05	Ship Structure Access Manual		F + OV												
B.3.06	Cargo information		OV												
B.3.07	Bulk Carrier Booklet		F												Y
B.3.08	Document of Authorization for the Carriage of Grain and grain loading manual		F	Y			Y								Y
B.3.09	Enhanced survey report file with supporting documents for bulk carriers and oil tankers		F												Y
B.3.10	Dedicated Clean Ballast Tank Operation Manual		OV												
B.3.11	Condition Assessment Scheme (CAS) Statement of Compliance, CAS Final Report and Review Record for oil tankers		F												

<sup>19</sup> The authorization to carry out surveys and audits depends also on where a cargo vessel of less than Convention Size or pontoon is located. For more information on 'Inspection policy for cargo vessels of less than Convention Size': see [B.VI.3. b.](#)

Authorizations			Issue & Endorsements of certificates			Surveys								
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey								
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i).</a>											
			I	R	E	I	P	A	R	In	B	Ad		
B.3.12	Subdivision and stability information (for oil tankers)	F + OV												
B.3.13	Record of Oil Discharge Monitoring and Control System	OV												
B.3.14	Oil Discharge monitoring and control Operational Manual	F + OV												
B.3.15	Crude Oil Washing Operations and Equipment Manual	OV												
B.3.16	Ship to Ship (STS) Operation Plan and Records of STS Operations	F + OV												
B.3.17	Volatile Organic Compound (VOC) Management Plan	F + OV												Y
B.3.18	Document of approval for the stability instrument	F + OV	Y			Y								
B.3.19	Certificate of Insurance or financial security in respect of Civil Liability for Oil Pollution damage (CLC 92)	OV												
<b>B.4</b>	<b>In addition to the certificates and documents listed in sections B.1 and B.3 above, where appropriate, any ship carrying noxious liquid chemical substances in bulk shall carry:</b>													
B.4.01	International Pollution Prevention Certificate for the Carriage of Noxious Substances in Bulk (NLS Certificate)	F	Y	Y	Annual & Interm: Y	Y		Y	Y	Y				Y
B.4.02	Cargo Record Book for ships carrying noxious liquid chemical substances	OV												
B.4.03	Procedures and Arrangements Manual (P & A Manual)	F + OV												
B.4.04	Shipboard Marine Pollution Emergency Plan for Noxious Liquid Substances (NLS) (SMPE Plan) (every ship ≥150gt carrying NLS)	F + OV												
<b>B.5</b>	<b>In addition to the certificates and documents listed in sections B.1 and B.3 above, where appropriate, any chemical tanker shall carry:</b>													

 Belgian/BMI requirements (Annex 2)<sup>14</sup>

Authorizations			Issue & Endorsements of certificates			Surveys						Belgian/BMI requirements (Annex 2) <sup>14</sup>	
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey							
Ref.	Certificates / Documents		<b>Y</b> : When RO is authorized <b>Y*</b> : The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i.</a>										
			I	R	E	I	P	A	R	In	B		Ad
B.5.01	BCH Code - Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk and its attachments (chemical tankers built before 1 July 1986)	F	Y	Y	Annual & Intern: Y	Y		Y	Y	Y			Y
B.5.02	IBC Code - International Certificate of Fitness for the carriage of Dangerous Chemicals in Bulk and its attachments (chemical tankers built on or after 1 July 1986)	F	Y	Y	Annual & Intern: Y	Y		Y	Y	Y			Y
<b>B.6</b>	<b>In addition to the certificates and documents listed in sections B.1 and B.3 above, where appropriate, any gas carrier shall carry:</b>												
B.6.01	GC Code - Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	P	ND	ND	Annual, Intern & Renew.: Y	Y		Y	Y*	Y			Y
B.6.02	IGC Code International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	P	ND	ND	Annual, Intern & Renew.: Y	Y		Y	Y*	Y			Y
B.6.03	IGC Code - Cargo Operations Manuals	F+OV											
<b>B.7</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any high-speed craft shall carry:</b>												
B.7.01	High-Speed Craft Safety Certificate, supplemented by Record of Equipment	F	Y	Y	Periodic: Y	Y	Y		Y				Y
B.7.02	Permit to Operate High-Speed Craft	ND											
<b>B.8</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any ships carrying dangerous goods shall carry:</b>												
B.8.01	Document of compliance with the special Requirements for ships carrying dangerous goods	F	Y		Y	Y			Y				Y
<b>B.9</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3, where appropriate, any ships carrying dangerous goods in packaged form shall carry:</b>												

Authorizations			Issue & Endorsements of certificates			Surveys								
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey								
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i).</a>											
			I	R	E	I	P	A	R	In	B	Ad		
B.9.01	Transport information	OV												
B.9.02	Dangerous goods manifest or stowage plan	OV												
<b>B.10</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3, where appropriate, any ships carrying dangerous INF cargo shall carry:</b>													
B.10.01	International Certificate of Fitness for the Carriage of INF Cargo	ND												
<b>B.11</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any nuclear ship shall carry:</b>													
B.11.01	Operating Manual for nuclear power plant	ND												
B.11.02	Nuclear Cargo Ship Safety Certificate, supplemented by Record of Equipment	ND												Y
B.11.03	Nuclear Passenger Ship Safety Certificate, supplemented by Record of Equipment	ND												Y
<b>B.12</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any ship operating in Polar waters shall carry:</b>													
B.12.01	Polar Ship Certificate, including a supplement recording equipment	F	Y	Y	Annual, interm. & periodic: Y	Y	Y	Y	Y	Y				Y
B.12.02	Polar Water Operational Manual	OV												
<b>B.13</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any ship using gases or other low-flashpoint fuels shall carry:</b>													
B.13.01	Maintenance procedures, emergency procedures and operational procedures	OV												
<b>B.14</b>	<b>In addition to the certificates and documents listed in sections B.1 and B.3 above, where appropriate, any ship carrying industrial personnel shall carry:</b>													
B.14.01	Industrial Personnel Safety Certificate, including supplement Record of Equipment	L	Y	Y	Annual: Y	Y		Y	Y					Y

 Belgian/BMI requirements (Annex 2)<sup>14</sup>

Authorizations		Issue & Endorsements of certificates	Surveys											
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit		<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement	<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey											
Ref.	Certificates / Documents	<b>Y</b> : When RO is authorized <b>Y*</b> : The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i).</a>												
		I	R	E	I	P	A	R	In	B	Ad			
<b>B.15 Certificates and documents concerning specific equipment</b>														
B.15.01	Evaluation, Testing and Approval of Life-Saving Appliances and Arrangements	F					Y		Y	Y				Y
B.15.02	Ships' gear Register & Lifting gear & Elevators	F	Y	Y	Y		Y		Y	Y				Y
B.15.03	Certificate for type Approval of Oil Pollution Prevention Equipment	F + OV												
B.15.04	Drawings and specifications/survey of installations (international regulations on preventing collision at sea, 1972)	L												
<b>C OTHER CERTIFICATES AND DOCUMENTS BASED ON IMO INSTRUMENTS WHICH ARE NOT MANDATORY</b>														
<b>C.1 Special Purpose ships</b>														
C.1.01	Special Purpose Ship Safety certificate, supplemented by a Record of Equipment (Form SPS)	L	Y	Y	Annual: Y		Y		Y	Y				Y
<b>C.2 Offshore support vessels</b>														
C.2.01	Offshore Supply Vessel Document of Compliance	F	Y				Y							
C.2.02	Certificate of Fitness for Offshore Support Vessels	F	Y	Y	Annual & interm.:Y		Y		Y	Y	Y			
<b>C.3 Diving systems</b>														
C.3.01	Diving System Safety Certificate	F	Y				Y							
<b>C.4 Passenger submersible craft</b>														
C.4.01	Safety Compliance Certificate for Passenger Submersible Craft, supplemented by a Design and Construction Document	L	Y	Y	Annual: Y		Y		Y	Y		Y		
<b>C.5 Dynamically supported craft</b>														

Authorizations			Issue & Endorsements of certificates			Surveys							
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey							
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i).</a>										
			I	R	E	I	P	A	R	In	B	Ad	
C.5.01	Dynamically Supported Craft Construction and Equipment certificate	P	ND	ND	Periodic: Y Interm.: Y	Y	Y		Y	Y			
C.5.02	Dynamically Supported Craft Permit to Operate	ND											
<b>C.6</b>	<b>Mobile offshore drilling units (MODU)</b>												
C.6.01	Mobile Offshore Drilling Unit Safety Certificate	L	Y	Y	Annual & interm.: Y	Y		Y	Y	Y	Y		Y
<b>C.7</b>	<b>Wing-in-Ground (WIG) Craft</b>												
C.7.01	Wing-in-ground Craft Safety Certificate	ND											
C.7.02	Permit to Operate WIG Craft	ND											
<b>C.8</b>	<b>Noise levels (existing ships)</b>												
C.8.01	Noise survey report (existing ships)	OV											
<b>D</b>	<b>CERTIFICATES AND DOCUMENTS BASED ON INTERNATIONAL LABOUR CONVENTIONS WHICH ARE MANDATORY</b>												
D.1.01	Interim Maritime Labour Certificate	L	Y			Y							Y
D.1.02	Maritime Labour Certificate	P	ND	ND	Interm., renew.: Y	Y			Y*	Y			Y
D.1.03	Declaration of Maritime Labour Certificate Part I	OV											
D.1.04	Declaration of Maritime Labour Certificate Part II	OV											Y

 Belgian/BMI requirements (Annex 2)<sup>14</sup>



Authorizations			Issue & Endorsements of certificates			Surveys						Belgian/BMI requirements (Annex 2) <sup>14</sup>		
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey								
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i.</a>											
			I	R	E	I	P	A	R	In	B		Ad	
D.1.05	MLC - Attestation of Maritime Labour Certificate	L	ND	ND	Annual: Y <sup>20</sup>	Y <sup>20</sup>		Y <sup>20</sup>	Y <sup>20</sup>					Y
D.1.06	Medical certificates	OV												
D.1.07	Table of shipboard working arrangements	OV												
D.1.08	Records of hours of work and rest of seafarers	OV												
D.1.09	Attestation of compliance for accommodation	L	Y			Y								Y
<b>E</b>	<b>CERTIFICATES AND DOCUMENTS BASED ON EU LEGISLATION</b>													
E.1.01	Passenger ship safety certificate supplemented by a Record of Equipment required under EU Directive 2009/45/EC, as amended – Royal Decree 11 March 2002	ND												
E.1.02	Certificate of insurance or other financial security in respect of liability for the death of and personal injury to passengers required under EU Regulation 392/2009	ND												
E.1.03	Ro-ro passenger ships : certificate establishing compliance with the specific stability requirements for ro-ro passenger ships in EU Directive 2003/25, as amended – Royal Decree of 21 November 2005	ND												Y
E.1.04	EU Ship Recycling Regulation 1257/2013 - Inventory of hazardous materials (IHM)	F												Y
E.1.05	EU Ship Recycling Regulation 1257/2013 - Inventory Certificate	F											Y	

<sup>20</sup> The authorization to carry out surveys and audits depends also on where a cargo vessel of less than Convention Size or pontoon is located. For more information on 'Inspection policy for cargo vessels of less than Convention Size': see [B.VI.3. b.](#)

Authorizations			Issue & Endorsements of certificates			Surveys						Belgian/BMI requirements (Annex 2) <sup>14</sup>		
<b>F:</b> Full <b>P:</b> Partial <b>L:</b> Limited <b>ND:</b> no delegation  <b>OV:</b> On board verification during the applicable survey and/or audit			<b>I:</b> Initial cert. <b>R:</b> Renewal cert.  <b>E:</b> Endorsement			<b>I:</b> initial survey <b>P:</b> periodical survey <b>A:</b> annual survey <b>R:</b> renewal survey <b>In:</b> intermediate survey <b>B:</b> inspection/outside of the ship's bottom (in water survey) <b>Ad:</b> additional survey								
Ref.	Certificates / Documents		<b>Y :</b> When RO is authorized <b>Y*:</b> The Recognised Organisation is only authorized to perform the renewal survey/audit when BMI has performed the intermediate survey/audit, unless explicitly authorized by the delegated official of the BMI. For more information on Belgian survey and audit policy: see <a href="#">B.VI.3.a) i).</a>											
			I	R	E	I	P	A	R	In	B		Ad	
E.1.06	EU Ship Recycling Regulation 1257/2013 - Ready for Recycling Certificate	L												Y
E.1.07	Document of Compliance required under EU Regulation 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport (MRV)	F												Y
E.1.08	Conformity certificates related to EU Directive 2014/90 on marine equipment (MED) – Royal Decree of 25 April 2016	OV												
<b>F</b>	<b>CERTIFICATES AND DOCUMENTS CONCERNING THE HULL</b>													
F.1.01	Certificates of Class: as to the hull strength and machinery installations issued by the classification society - required if the ship maintains its class within the classification Society	F	Y	Y	Annual & interm.: Y	Y		Y	Y	Y				
F.1.02	Integrity of the Hull and Superstructure, Damage Prevention and Control (Ro-Ro PAX Ships) (Documentation)	OV												

## Annex 2: List of Belgian/BMI requirements

This list provides clarification on the Belgian / BMI requirements for a specific certificate or document listed in [Annex 1](#).

Column 1	Certificates / Documents	Belgian / BMI Requirements
<b>A</b>	<b>CERTIFICATES AND DOCUMENTS BASED EXCLUSIVELY ON BELGIAN LAW WHICH ARE MANDATORY</b>	
A.1.04a	Certificate of Seaworthiness for a Cargo Ship of convention size	<ul style="list-style-type: none"> <li>• Clarification on the Certificate of Seaworthiness is given under <a href="#">B.V.1. Certificates issued by BMI</a>.</li> <li>• Annually (survey + endorsement), except when the flag state is carrying out the annual survey.</li> <li>• During surveys, the RO must check each time that:               <ul style="list-style-type: none"> <li>○ the conditions and requirements for exemptions as stated on the certificate are still met.</li> <li>○ the installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions - Inventory</a>.</li> <li>○ ships to which EU Regulation 2015/757 on MRV applies, are provided with a valid Document of Compliance.</li> <li>○ the mandatory certificates of insurance are still valid. When the expiry dates are overdue, BMI must be informed immediately.</li> <li>○ compliance with the <a href="#">EU Directive 2009/20/EC</a> should be verified. This should include the verification of documentary evidence on board of a financial P&amp;I insurance cover. In addition to this the limitations of insurance, in accordance with the article 4.3 of the Directive should be verified.</li> <li>○ The sick bay and medical equipment and medicines on ships are to be checked as part of the annual survey.                    For the medical equipment and medicines this is in accordance with Royal decree of 15 November 2021 concerning essential resources on board ships , as amended, and <a href="#">Directive EC 92/29</a>, as amended. More information can be found <a href="#">on our website</a>.                    For the sick bay this is in accordance with article 13 of Annex XIV of the <a href="#">Royal decree of 20 July 1973 concerning the maritime inspection regulation</a>, as amended which incorporates MLC Regulation A3.1.12 and MLC Guideline B3.1.8.                    If there are less than 30 persons on board, the sick bay must be equipped with at least one sleeping place. When there are 30 or more, at least two sleeping places are required. There will be a separate outlet for the ventilation of the sick bay.</li> <li>○ The Ship Recycling Regulation requires control measures for materials identified as hazardous materials in the SRR. There are also prohibitions and restrictions on the installation of such hazardous materials. The survey must ensure that these measures are in place and being complied with. It is also necessary to check whether any equipment or structural components containing hazardous materials have been installed since the IHM was prepared.</li> </ul> </li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p>For more information on Ship Recycling: see <a href="#">Specific instructions – Ship Recycling</a>.</p> <ul style="list-style-type: none"> <li>• The ‘Certificaat van deugdelijkheid’ (CVD) or certificate of seaworthiness can only be endorsed when <b>all</b> other regulatory 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> </ul>
A.1.04b	Certificate of Seaworthiness for a cargo ship of less than convention size (< 500 GT)	<ul style="list-style-type: none"> <li>• Clarification on the Certificate of Seaworthiness is given under <a href="#">B.V.1. Certificates issued by BMI</a>.</li> <li>• Scope: IACS REC. 99 Recommendations for the Safety of Cargo Vessels of less than Convention Size, as amended, supplemented (or replaced where mentioned explicitly) by the Belgian specific requirements and interpretations set out in ‘IACS 99 – Belgian specific requirements and interpretations’. These are mandatory and can be found <a href="#">on our website</a> under ‘IACS 99 en Belgische specifieke vereisten’.</li> <li>• Cargo vessels of less than Convention Size in Belgian, Dutch and French waters will be inspected and certified by BMI unless the BMI expressly authorizes otherwise.</li> <li>• Cargo vessels of less than Convention Size outside Belgian, Dutch and French waters will be inspected and certified by a designated official of the BMI twice every year. It is up to the shipowner which regulatory surveys will be executed by the designated official of BMI, keeping in mind the location and the availability of the ship. This means that when the RO has performed the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>th</sup> annual survey, it is no longer authorized to perform the 4<sup>th</sup> and 5<sup>th</sup> annual survey, unless expressly authorized by the delegated official of the BMI.</li> <li>• For more information on ‘Inspection policy for cargo vessels of less than Convention Size’: see <a href="#">B.VI.3. b</a>.</li> <li>• During surveys, the RO must check each time that: <ul style="list-style-type: none"> <li>○ the conditions and requirements for exemptions as stated on the certificate are still met.</li> <li>○ the mandatory certificates of insurance are still valid. When the expiry dates are overdue, BMI must be informed immediately.</li> <li>○ compliance with the <a href="#">EU Directive 2009/20/EC</a> should be verified. This should include the verification of documentary evidence on board of a financial P&amp;I insurance cover. In addition to this the limitations of insurance, in accordance with the article 4.3 of the Directive should be verified.</li> <li>○ The sick bay and medical equipment and medicines on ships are to be checked as part of the annual survey. For the medical equipment and medicines this is in accordance with Royal decree of 15 November 2021 concerning essential resources on board ships , as amended, and <a href="#">Directive EC 92/29</a>, as amended. More information can be found <a href="#">on our website</a>.</li> </ul> </li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p>For the sick bay this is in accordance with article 13 of Annex XIV of the <a href="#">Royal decree of 20 July 1973 concerning the maritime inspection regulation</a>, as amended which incorporates MLC Regulation A3.1.12 and MLC Guideline B3.1.8.</p> <p>If there are less than 30 persons on board, the sick bay must be equipped with at least one sleeping place. When there are 30 or more, at least two sleeping places are required. There will be a separate outlet for the ventilation of the sick bay.</p> <ul style="list-style-type: none"> <li>• The designated official of BMI shall (only) issue the certificate on receipt of a positive survey report.</li> </ul>
A.1.05	Attestation for exemptions for a cargo ship of less than convention size (< 500 GT)	<ul style="list-style-type: none"> <li>• All applications for exemptions must be submitted to BMI. The shipowner or yard shall send all exemption requests to BMI as soon as possible, supplemented with all relevant information about the exemption conditions, together with the advice from the RO.</li> <li>• BMI will assess the exemption requests and is the sole authority to decide whether or not the exemption can be granted.</li> <li>• During surveys, the RO must check each time that the conditions and requirements for exemptions as stated on the certificate are still met.</li> </ul>
A.1.08	Certificate of Seaworthiness for restricted navigation	<ul style="list-style-type: none"> <li>• Clarification on the Certificate of Seaworthiness is given under <a href="#">B.V.1. Certificates issued by BMI</a>.</li> <li>• L: requirements according to the <a href="#">Royal decree of 20 July 1973 concerning the maritime inspection regulation</a>. Requirements and limitations by the designated official of BMI.</li> <li>• During surveys, the RO must check each time that: <ul style="list-style-type: none"> <li>• the conditions and requirements for exemptions as stated on the certificate are still met.</li> <li>• the mandatory certificates of insurance are still valid. When the expiry dates are overdue, BMI must be informed immediately.</li> <li>• compliance with the <a href="#">EU Directive 2009/20/EC</a> should be verified. This should include the verification of documentary evidence on board of a financial P&amp;I insurance cover. In addition to this the limitations of insurance, in accordance with the article 4.3 of the Directive should be verified. <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 survey.</li> </ul> </li> </ul> </li> </ul> <p>For the medical equipment and medicines this is in accordance with Royal decree of 15 November 2021 concerning essential resources on board ships , as amended, and <a href="#">Directive EC 92/29</a>, as amended. More information can be found <a href="#">on our website</a>.</p> <p>For the sick bay this is in accordance with article 13 of Annex XIV of the <a href="#">Royal decree of 20 July 1973 concerning the maritime inspection regulation</a>, as amended which incorporates MLC Regulation A3.1.12 and MLC Guideline B3.1.8.</p> <p>If there are less than 30 persons on board, the sick bay must be equipped with at least one sleeping place. When there are 30 or more, at least two sleeping places are required. There will be a separate outlet for the ventilation of the sick bay.</p>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<ul style="list-style-type: none"> <li>○ The Ship Recycling Regulation requires control measures for materials identified as hazardous materials in the SRR. There are also prohibitions and restrictions on the installation of such hazardous materials. The survey must ensure that these measures are in place and being complied with. It is also necessary to check whether any equipment or structural components containing hazardous materials have been installed since the IHM was prepared.</li> </ul> <p>For more information on Ship Recycling: see <a href="#">Specific instructions – Ship Recycling</a>.</p>
A.1.09	Authorization of departure	<ul style="list-style-type: none"> <li>● L: Special additional requirements by the designated official of BMI depending on the circumstances.</li> </ul>
<b>B CERTIFICATES AND DOCUMENTS BASED ON INTERNATIONAL COVENTIONS WHICH ARE MANDATORY</b>		
<b>B.1 All ships to which the referenced convention applies</b>		
B.1.01	International Tonnage Certificate + Supplement	<ul style="list-style-type: none"> <li>● Supplementary: tonnage calculation in the event of a modification must be submitted to the designated official of BMI.</li> </ul>
B.1.02	National Tonnage Certificate	<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 of BMI.</li> </ul>
B.1.05	National Load Line Certificate	<ul style="list-style-type: none"> <li>● Specific national load line requirements (e.g. sailing in estuaries).</li> <li>● If the certificate is issued on paper, it must be sent to the BMI for countersignature.</li> </ul> <p>If the certificate is issued in electronic form, the BMI must be notified. If no comments are received from the BMI within 1 month, the certificate may be deemed to have been countersigned by the BMI.</p>
B.1.06	International Load line Certificate	<ul style="list-style-type: none"> <li>● Highest class.</li> <li>● If the certificate is issued on paper, it must be sent to the BMI for countersignature and it must be issued on a specific BMI format, as it still requires the countersignature of the BMI.</li> </ul> <p>If the certificate is issued in electronic form, the BMI must be notified. If no comments are received from the BMI within 1 month, the certificate may be deemed to have been countersigned by the BMI.</p> <ul style="list-style-type: none"> <li>● The load line marks and the lines shall be in accordance with LLC 1966 &amp; according to the class requirements.</li> <li>● Standards for draught marks must, if not already shown, be in metric units.</li> <li>● Lettering: English abbreviations are allowed.</li> <li>● Surveys by the RO.</li> <li>● Multiple load lines may be assigned in accordance with BMI circular</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		2005/005. This BMI Circular can be found <a href="#">on our website</a> .
B.1.07	International Load Line exemption Certificate	<ul style="list-style-type: none"> <li>• Annually (surveys + endorsement), except when the flag state is carrying out the survey.</li> <li>• During surveys, the RO must check each time that the conditions and requirements for exemptions as stated on the certificate are still met.</li> <li>• Upon successful completion of a renewal survey, the RO is authorized to endorse the existing certificate in accordance with article 19.4 of the International Convention on Load Lines through our Navicert platform with a maximum validity of 5 months.</li> <li>• Calculations for exemption of freeboard must be submitted to the designated official of BMI</li> <li>• Special requirements for special types of ships apply</li> </ul>
B.1.08	Exemption Certificate (SOLAS I/12)	<ul style="list-style-type: none"> <li>• The BMI always issues the Exemption Certificate.</li> <li>• During surveys, the RO must check each time that the conditions and requirements for exemptions as stated on the certificate are still met.</li> <li>• Upon successful completion of a renewal survey, the RO is authorized to endorse the existing certificate in accordance with SOLAS regulation I/14(d) through our Navicert platform with a maximum validity of 5 months. When the BMI receives the full term Load line certificate and there are no more outstanding items, the full term Exemption Certificate will be issued by BMI.</li> </ul>
B.1.09	Coating Technical File	<ul style="list-style-type: none"> <li>• Performance Standard for protective Coating (PSPC): for Bulk Carriers and Oil Tankers under Common Structural Rules (CSR) Agreement on coating system (shipowner – shipyard – coating manufacturer): to be submitted to RO for verification.</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 checked by RO.</li> <li>• Coating Inspector’s qualifications: to be checked by RO.</li> <li>• The RO shall check the coating inspector’s report and the coating identification. The RO shall monitor the implementations of the coating inspection requirements on sampling basis.</li> <li>• The RO shall review the final Coating Technical File</li> </ul>
B.1.14	Stability Information and loading information, including inclining test, lightweight survey and intact stability booklet. Includes also lightweight survey for passenger ships.	<ul style="list-style-type: none"> <li>• The RO shall carry out all necessary verifications and approvals of inclining tests/ lightweight surveys and the stability booklets. The RO shall verify: <ul style="list-style-type: none"> <li>○ Whether the certified stability information, is materially affected when alterations are made to a ship. If this is the case, amended stability information shall be provided.</li> <li>○ the 5-yearly lightweight surveys for passenger ships.</li> </ul> </li> </ul> <p>If during the verification the RO notices that the ship no longer meets the requirements, the Recognised Organisation must notify the BMI as soon as possible.</p>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<ul style="list-style-type: none"> <li>If the Recognised Organisation becomes aware of any alteration or modification of a major character to a vessel, the Recognised Organisation must make sure the BMI is involved. If this is not the case, the Recognised Organisation must notify the BMI as soon as possible.</li> </ul>
B.1.17	Evaluation of the alternative design and arrangements	<ul style="list-style-type: none"> <li>Where an alternative design or arrangement is being applied, the RO must notify the BMI for approval and inform the BMI on the outcome of the evaluation and/ or risk assessment. In case this results in operational requirements, required exemptions or specific training requirements, this will be dealt with by the BMI based on the information provided by the RO.</li> <li>The final approval is subject to the agreement of BMI.</li> </ul>
B.1.28	Radio record (of incidents related to radio-communication)	<ul style="list-style-type: none"> <li>Reference is made to article 153 of the <a href="#">Royal decree of 20 July 1973 concerning the maritime inspection regulation</a></li> </ul>
B.1.30	Voyage data recorder system (VDR) – certificate of compliance (by the testing facility)	<ul style="list-style-type: none"> <li>MSC.1/Circ.1576 Unified interpretation of the provisions of SOLAS relating to the annual testing of the VDR, S-VDR, AIS and EPIRB</li> <li>The annual performance test of VDR (or S-VDR) shall be carried out within the "time window" of the annual / periodical / renewal survey under the Harmonized System of Survey and Certification (HSSC), but not later than the date of completion of the survey for endorsement / renewal of the relevant Certificate.</li> </ul>
B.1.31	AIS test report (by an approved surveyor or testing facility)	<ul style="list-style-type: none"> <li>MSC.1/Circ.1576 Unified interpretation of the provisions of SOLAS relating to the annual testing of the VDR, S-VDR, AIS and EPIRB</li> <li>The annual performance test of the AIS shall be carried out within the "time window" of the annual / periodical / renewal survey under the Harmonized System of Survey and Certification (HSSC), but not later than the date of completion of the survey for endorsement / renewal of the relevant Certificate.</li> </ul>
B.1.32	Nautical charts and nautical publications, including ECDIS	<ul style="list-style-type: none"> <li>Reference is made to the applicable BMI Circulars concerning electronic charts (BMI Circular 2008/001) and electronic and digital nautical publications (BMI Circular 2016/001). These can be found <a href="#">on our website</a>.</li> </ul>
B.1.39	ISM Interim Safety Management Certificate	<ul style="list-style-type: none"> <li>The RO does not have authorization to perform the interim audits and to issue the corresponding certificates, unless upon specific request of the designated official of the BMI.</li> <li>The maximum validity of the interim certificate is <b>6 months</b>.</li> </ul>
B.1.40	ISM Safety Management Certificate	<ul style="list-style-type: none"> <li>Reference to <a href="#">BMI Circulars</a>.</li> <li>IACS Procedural Requirements for ISM Code Certification in its latest version (PR 9) is to be applied.</li> <li>The RO is authorized to perform the initial audits and to issue the corresponding certificates, unless specific instructions have been given by the designated official of the BMI to the shipowner or company that these initial audits must be performed by BMI.</li> </ul>



Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p>An initial audit should be carried out no earlier than 3 months after interim certification to ensure that sufficient records are available to conduct a proper audit.</p> <p>Upon completion of an initial audit with a positive result, the Recognised Organisation is authorized to issue a Safety Management Certificate valid for up to 5 months, from the date of completion of the audit. This certificate, together with a copy of the report, must be sent to BMI immediately. The designated official of the BMI shall issue the electronic full term certificate through Navicert on receipt of a positive audit report.</p> <ul style="list-style-type: none"> <li>In principle only one intermediate verification is to be carried out, it should take place between the second and third anniversary date of the SMC. Anniversary date means the day and month of each year that corresponds to the date of expiry of the relevant document or certificate.</li> </ul> <p>Intermediate endorsement of the existing certificate by the RO is carried out via our Navicert platform.</p> <p>The RO is only authorized to perform the renewal audit when BMI has performed the intermediate audit, unless explicitly authorized by the delegated official of the BMI.</p> <p>It is the responsibility of the shipowner or company to invite the correct party (BMI/RO) according the instructions given.</p> <p>Upon successful completion of a renewal audit, the RO is authorized to endorse the existing certificate through our Navicert platform in accordance with ISM pt B.13.13, with a maximum validity of 5 months. When the BMI receives the report, the full term certificate will be issued by BMI.</p> <ul style="list-style-type: none"> <li>Upon completion of any verification, a report should be forwarded, without delay, to BMI. Any report should always be sent through, and validated by, the local chief representative of the Recognised Organisation in Belgium.</li> </ul> <p>Reporting of non-conformities &amp; follow up remains the responsibility of the RO.</p>
B.1.43	Continuous Synopsis Record	<ul style="list-style-type: none"> <li>Reference to <a href="#">applicable BMI Circulars</a></li> </ul>
B.1.44	Ship Security Plan (SSP) and associated records	<ul style="list-style-type: none"> <li>The RO is a recognised security organisation within the meaning of article 2.5.2.56 of the Belgian Shipping Code explicitly authorized to approve ship security plans and their associated records for Belgian ships.</li> <li>An SSP cannot be approved before the date of the registration of the ship.</li> <li><b>ISPS Code Part B</b> <a href="#">Art. 3.5 EU Regulation 725/2004</a> on enhancing ship and port facility security enlists the paragraphs of Part B of the ISPS Code as if they were mandatory.</li> </ul> <p>Paragraph 8 and 9 of Part B of the ISPS Code are made mandatory in their entirety by the Belgian Shipping Code. As a consequence the Ship Security Assessment and the SSP must comply with the guidelines of ISPS B/8 and these of ISPS B/9 respectively. This has to be done:</p> <ul style="list-style-type: none"> <li>For ships joining the Belgian flag (newbuildings as well as existing</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p>vessels) on or after 1/7/2024: upon registration</p> <ul style="list-style-type: none"> <li>- For ships already flying the Belgian flag before 1/7/2024: no later than first ISPS renewal audit on or after 1/07/2024.</li> </ul> <p>The RO must ensure that the Ship Security Plan is compliant with these requirements. In the approval or re-approval letter of the Ship Security Plan, the Recognised Organisation must always explicitly state as minimum the following :</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>In approving the ship security plan, it was ensured that in accordance with ISPS Code A/9.4 the following requirements were applied:</p> <ul style="list-style-type: none"> <li>- Paragraphs 8 and 9 of Part B of the ISPS Code, made mandatory by articles 2.5.2.55 and 2.5.2.56 of the Belgian Shipping Code,</li> <li>- Paragraphs of Part B of the ISPS Code made mandatory by article 3.5 of EU Regulation 725/2004.</li> </ul> </div> <ul style="list-style-type: none"> <li>• The Recognised Security Organisations (RSO's) are authorized to carry out the re-approval of the SSP on behalf of Belgium. More information, like which amendments need reapproval of the SSP, can be found in the <a href="#">applicable BMI Circular</a>.</li> </ul> <p>Upon completion of the re-approval of the SSP, the RSO shall re-issue the approval letter included in the SSP.</p> <ul style="list-style-type: none"> <li>• The RO must send a copy of the approval letter to the BMI.</li> <li>• Reference to the <a href="#">applicable BMI Circulars</a></li> </ul>
B.1.45	Interim International Ship Security certificate	<ul style="list-style-type: none"> <li>• Reference to <a href="#">applicable BMI Circulars</a></li> <li>• Art. 3.5 <a href="#">EU Regulation 725/2004</a> enlists the paragraphs of Part B of the ISPS Code as if they were mandatory.</li> <li>• The RO does not have authorization to perform the interim audits and to issue the corresponding certificates, unless upon specific request of the designated official of the BMI.</li> <li>• The maximum validity of the interim certificate is 6 months.</li> </ul>
B.1.46	International Ship Security certificate	<ul style="list-style-type: none"> <li>• Reference to <a href="#">applicable BMI Circulars</a>.</li> <li>• Art. 3.5 <a href="#">EU Regulation 725/2004</a> enlists the paragraphs of Part B of the ISPS Code as if they were mandatory.</li> <li>• The RO is authorized to perform the initial audits and to issue the corresponding certificates, unless specific instructions have been given by the designated official of the BMI to the shipowner or company that these initial audits must be performed by BMI.</li> </ul> <p>Upon completion of an initial audit with positive results, the Recognised Organisation is authorized to issue an International Ship Security certificate valid for up to 5 months, from the date of completion of the audit. The certificate, together with a copy of the report, must be sent immediately to the BMI. The designated official of the BMI shall issue the electronic full term certificate through Navicert on receipt of a positive audit report.</p> <ul style="list-style-type: none"> <li>• In principle only one intermediate verification is to be carried out, it should take place between the second and third anniversary date of</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p>the ISSC. Anniversary date means the day and month of each year that corresponds to the date of expiry of the relevant document or certificate.</p> <p>Intermediate endorsement of the existing certificate by the RO is carried out via our Navicert platform.</p> <ul style="list-style-type: none"> <li>The RO is only authorized to perform the renewal audit when BMI has performed the intermediate audit, unless explicitly authorized by the delegated official of the BMI.</li> </ul> <p>It is the responsibility of the shipowner or company to invite the correct party (BMI/RO) according the instructions given.</p> <ul style="list-style-type: none"> <li>Upon successful completion of a renewal audit, the RO is authorized to endorse the existing certificate through our Navicert platform in accordance with ISPS section A.19.3.4, with a maximum validity of 5 months. When the BMI receives the report, the full term certificate will be issued by BMI.</li> <li>Upon completion of any verification, a report should be forwarded, without delay, to the BMI. Any report should always be send through, and validated by, the local chief representative of the Recognised Security Organisation in Belgium.</li> </ul> <p>Reporting of non-conformities &amp; follow up remains the responsibility of the RO.</p>
B.1.47	Exemption Certificate for unmanned non-self-propelled (UNSP) Barges	<ul style="list-style-type: none"> <li>All applications for exemptions must be submitted to BMI. The shipowner or yard shall send all exemption requests to BMI as soon as possible, supplemented with all relevant information about the exemption conditions, together with the advice from the RO.</li> <li>BMI will assess the exemption requests and is the sole authority to decide whether or not the exemption can be granted.</li> <li>During surveys, the RO must check each time that the conditions and requirements for exemptions as stated on the certificate are still met.</li> </ul>
B.1.48a	International Oil Pollution Prevention Certificate (IOPP), supplemented by its applicable Record of Construction and Equipment for ships of Convention Size	<ul style="list-style-type: none"> <li>The surveys must be carried out in accordance with MARPOL 73/78, Annex I and amendments, and in accordance with the IMO "Survey guidelines under the harmonized system of survey and certification (HSSC), in its latest version.</li> <li>Initial, renewal, intermediate and annual (survey + endorsement through the Navicert platform), except when the flag state is carrying out the survey. More detailed information can be found under <a href="#">D, I, 2 'Conventional vessels'</a>.</li> <li>In case the renewal survey is performed by the RO, the RO is authorized to extend the validity of the IOPP Certificate through the Navicert platform using the endorsement according to MARPOL Reg. I/10.4 after successful completion of a renewal survey. When the BMI receives the full term International Load Line certificate, the full term IOPP certificate will be issued by BMI.</li> <li>Any request for extension of the certificate in accordance with MARPOL Reg. I/10 should be submitted to the designated official of BMI for approval. Endorsement for an extension in accordance with MARPOL Reg I/10 may be delegated to the RO after agreement with</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		BMI.
B.1.48b	International Oil Pollution Prevention Certificate (IOPP), supplemented by its applicable Record of Construction and Equipment for a cargo ship of less than convention size (< 500 GT) or a pontoon	<ul style="list-style-type: none"> <li>The surveys shall be carried out in accordance with MARPOL 73/78, Annex I and amendments, and in accordance with the IMO “Survey guidelines under the harmonized system of survey and certification (HSSC), in its latest version</li> <li>Initial, renewal, intermediate and annual survey (survey + endorsement), only upon specific request of BMI. For more detailed information: <a href="#">see under D, I, 3 ‘Vessels below convention size (&lt;500GT) and pontoons’</a>.</li> <li>In case the renewal survey is performed by the RO, the RO is authorized to issue an IOPP certificate with a maximum validity of 5 months after the successful completion of the renewal survey. When the BMI receives the full term International Load Line certificate or – in absence thereof – the full term Certificate of Classification, the full term IOPP certificate will be issued by BMI.</li> <li>Any request for extension of the certificate in accordance with MARPOL Reg. I/10 should be submitted to the designated official of BMI for approval. Endorsement for an extension in accordance with MARPOL Reg I/10 may be delegated to the RO after agreement with BMI.</li> </ul>
B.1.51	International Sewage Pollution Prevention Certificate	<ul style="list-style-type: none"> <li><a href="#">Res. MEPC.157(55)</a> Recommendation on standards for the rate of discharge of untreated sewage from ships</li> </ul>
B.1.52	Document of approval for the rate of sewage discharge	<ul style="list-style-type: none"> <li><a href="#">Res. MEPC.157(55)</a> Recommendation on standards for the rate of discharge of untreated sewage from ships</li> </ul>
B.1.53	Garbage Management Plan	<ul style="list-style-type: none"> <li><a href="#">Res. MEPC.220(63)</a> 2012 Guidelines for the development of garbage management plans</li> <li><a href="#">Res. MEPC.295(71)</a> 2017 Guidelines for the implementation of MARPOL Annex V</li> </ul>
B.1.55	SOx Emission Compliance Certificate and Exhaust Gas Cleaning System Technical Manual	<ul style="list-style-type: none"> <li>For a uniform and effective implementation of the regulations, guidelines and circulars related to Exhaust Gas Cleaning Systems (MARPOL Reg. VI/4.3) were developed by MEPC. They are available in the <a href="#">Index of MEPC Resolutions and Guidelines and Circulars related to MARPOL Annex VI</a> under the ‘Guidelines related to Air Pollution prevention from ships’ part on the IMO website.</li> </ul>
B.1.56	Ship Energy Efficiency Management Plan (SEEMP)	<ul style="list-style-type: none"> <li>SEEMPs are to be written in the working language understood by ship’s personnel <b>AND</b> in English if the working language is not English.</li> <li><b>The RO shall check that the SEEMP is on board</b> A sample format for the confirmation of compliance – SEEMP Part II can be found in Circular <a href="#">MEPC.1/Circ.876</a>. A sample format for the confirmation of compliance – SEEMP Part III can be found in <a href="#">Res. MEPC.347(78)</a>. These conformations can be given electronically.</li> <li>The lack of a (ship specific) SEEMP can give cause to detention by PSC and must be reported to the BMI immediately.</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<ul style="list-style-type: none"> <li>For a uniform and effective implementation of the regulations, guidelines and circulars related to the SEEMP (regulation 26 of MARPOL Annex VI) were developed by MEPC. They are available in the <a href="#">Index of MEPC Resolutions and Guidelines and Circulars related to MARPOL Annex VI</a> under the "Guidelines and Circulars related to MARPOL Annex VI" part on the IMO website.</li> </ul>
B.1.57	International Air Pollution Prevention Certificate (IAPP), supplemented by the Record of Construction & Equipment	<ul style="list-style-type: none"> <li>For a uniform and effective implementation of the regulations, guidelines and circulars related to IAPP Certificate were developed by MEPC. They are available in the <a href="#">Index of MEPC Resolutions and Guidelines and Circulars related to MARPOL Annex VI</a> under the 'Guidelines related to Air Pollution prevention from ships' part on the IMO website.</li> </ul>
B.1.58	International Energy Efficiency Certificate (MARPOL Annex VI) and its supplement	<ul style="list-style-type: none"> <li>In the case when a conversion of the ship is planned (not necessary a major conversion of a new or existing ship) , the RO shall inform BMI. The BMI decides on a general or partial survey.</li> <li>For a uniform and effective implementation of the regulations, guidelines and circulars related to the International Energy Efficiency Certificate were developed by MEPC. They are available in the <a href="#">Index of MEPC Resolutions and Guidelines and Circulars related to MARPOL Annex VI</a> under the 'Guidelines related to Air Pollution prevention from ships' part on the IMO website.</li> </ul>
B.1.59	Statement of Compliance – Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating (CII)	<ul style="list-style-type: none"> <li>For the applicable guidelines reference is made to 'Guidelines and guidance on the carbon intensity of international shipping' on the <a href="#">IMO website</a>. For a uniform and effective implementation of the regulations, guidelines and circulars related to the DCS (regulation 27) were developed by MEPC. They are available in the <a href="#">Index of MEPC Resolutions and Guidelines and Circulars related to MARPOL Annex VI</a> under the "Guidelines and Circulars related to MARPOL Annex VI" part on the IMO website.</li> <li>Within three months after the end of each calendar year, the ship shall report to <b>the RO</b>, the aggregated value for each datum specified in appendix IX to MARPOL, Annex VI, via electronic communication and using a standardized data-reporting format for the data collection system and operational carbon intensity shown in appendix 3 of <a href="#">Res. MEPC.346(78)</a>.</li> <li>Should any discrepancy be identified by the RO in the reported data, the RO should communicate this to the Company on a timely basis for correction. On receipt of corrected data from the Company and satisfactory completion of the verification, the Statement of Compliance will be issued by the RO.</li> <li>The Recognised Organisation shall inform the BMI on ships rated as D for 3 consecutive years, or rated as E. The Recognised Organisation shall forward the plan of corrective actions to achieve the required annual operational CII and the revised SEEMP to BMI.</li> <li>The Recognised Organisation performing the necessary tasks for DCS and CII does not necessarily need to act as Recognised Organisation for the issuance of the regulatory certificates.</li> </ul>

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		<p>However, regarding the necessary verifications for EEXI, this shall be performed in full by the RO by which the vessel is classed.</p> <ul style="list-style-type: none"> <li>• More information can also be found on the <a href="#">webpage IMO Data Collection System (DCS)</a>.</li> </ul>
B.1.60	Ozone-depleting Substances Record Book	<ul style="list-style-type: none"> <li>• More information on use of Electronic Record Books for MARPOL related Record Keeping: reference to <a href="#">BMI Circular 2022/003 Use of Electronic Record Books for MARPOL related Record Keeping</a></li> </ul>
B.1.61	Logbook or electronic record book – nitrogen oxides emission	<ul style="list-style-type: none"> <li>• More information on use of Electronic Record Books for MARPOL related Record Keeping: reference to <a href="#">BMI Circular 2022/003 Use of Electronic Record Books for MARPOL related Record Keeping</a></li> </ul>
B.1.62	Fuel Oil Changeover Procedure and Logbook	<ul style="list-style-type: none"> <li>• It is to be checked that a record of fuel oil changeover is made in the deck logbook as required by the Royal Decree of 15 July 2020 on environmentally sustainable shipping, as amended.</li> <li>• More information on use of Electronic Record Books for MARPOL related Record Keeping: reference to <a href="#">BMI Circular 2022/003 Use of Electronic Record Books for MARPOL related Record Keeping</a></li> </ul>
B.1.65	Energy Efficiency Design Index (EEDI) Technical File	<ul style="list-style-type: none"> <li>• For a uniform and effective implementation of the regulations, guidelines and circulars related to energy efficiency existing ship were developed by MEPC. They are available in the <a href="#">Index of MEPC Resolutions and Guidelines and Circulars related to MARPOL Annex VI</a> under the ‘Guidelines and guidance on the carbon intensity of international shipping’ part on the IMO website.</li> </ul>
B.1.66	Energy Efficiency Existing Ship Index (EEXI) Technical File	<ul style="list-style-type: none"> <li>• For a uniform and effective implementation of the regulations, guidelines and circulars related to energy efficiency design index were developed by MEPC. They are available in the <a href="#">Index of MEPC Resolutions and Guidelines and Circulars related to MARPOL Annex VI</a> under the ‘Guidelines and guidance on the carbon intensity of international shipping’ part on the IMO website.</li> <li>• Although the Recognised Organisation performing the necessary tasks for DCS and CII does not necessarily need to act as Recognised Organisation for the issuance of the regulatory certificates, the necessary verifications for EEXI shall be performed in full by the RO by which the vessel is classed.</li> <li>• Engine Power Limitation: In case of use of a power reserve, the requirements of paragraph 3 of <a href="#">IMO Resolution MEPC.335(76)</a> shall be applied. The RO shall verify that the port of destination, the RO and the BMI have been notified without delay when the power reserve as defined in <a href="#">IMO Resolution MEPC.335(76)</a> has been used.</li> </ul>
B.1.72	International Anti-Fouling System Certificate together with a Record of Anti-fouling Systems	<ul style="list-style-type: none"> <li>• Ban of cybutryne in hull coatings entered into force on 1 January 2023.</li> <li>• For a uniform and effective implementation of the regulations, the applicable resolutions and guidelines on Anti-fouling systems can be found on the <a href="#">IMO website</a>.</li> </ul>
B.1.73	Declaration on Anti-Fouling System	<ul style="list-style-type: none"> <li>• For a uniform and effective implementation of the regulations, the applicable resolutions and guidelines on Anti-fouling systems can</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p>be found on the <a href="#">IMO website</a>.</p> <ul style="list-style-type: none"> <li>• Ban of cybutryne in hull coatings entered into force 1 January 2023.</li> </ul>
B.1.75	Ballast Water Management Plan	<ul style="list-style-type: none"> <li>• The Ballast Water Management Plan is to be written in the working language understood by ship's personnel AND in English if the working language is not English.</li> <li>• The IMO has published a <a href="#">compilation of the relevant Guidelines and guidance documents related to the implementation of the international convention for the control and management of ships' ballast water and sediments, 2004</a>. Reference is also made to the overarching <a href="#">IMO website on Ballast Water Management</a>.</li> </ul>
B.1.76	Ballast Water Record Book	<ul style="list-style-type: none"> <li>• The Ballast Water Record Book is to be written in the working language understood by ship's personnel <b>AND</b> in English if the working language is not English.</li> <li>• A compilation of the relevant Guidelines and guidance documents related to the implementation of the international convention for the control and management of ships' ballast water and sediments, 2004 can be found on <a href="#">the IMO website</a>.</li> <li>• More information can be found in <a href="#">BMI Circular 2023/001 Ballast water record-keeping and reporting – Use of Electronic Record Books under the BWM Convention on our website</a></li> </ul>
B.1.77	Type Approval Certificate of Ballast Water Management System	<ul style="list-style-type: none"> <li>• The Belgian Maritime Inspectorate accepts all Type approved Ballast Water Management Systems mentioned in the IMO list (as published on the <a href="#">IMO website</a>) and installed according the applicable requirements of the Convention.</li> <li>• A compilation of the relevant Guidelines and guidance documents related to the implementation of the international convention for the control and management of ships' ballast water and sediments, 2004 can be found on <a href="#">the IMO website</a>.</li> </ul>
<b>B.2</b>	<b>In addition to the certificates and documents listed in section B.1 above, passenger ships shall carry:</b>	
B.2.01	Passenger Ship Safety Certificate, supplemented by Record of Equipment (FORM P)	<ul style="list-style-type: none"> <li>• The inventory of equipment should mention only the equipment placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning. The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions - Inventory</a>.</li> </ul>
B.2.05	Certificate of insurance or other financial security in respect of liability for the death of and personal injury to passengers	<ul style="list-style-type: none"> <li>• Athens convention relating to the carriage of passengers and their luggage by sea, 1974 (PAL 1974), as well as Protocol to the Athens convention relating to the carriage of passengers and their luggage by sea, 1974 (PAL Prot 1976) has been denounced by Belgium. Protocol of 2002 to the Athens convention relating to the carriage of passengers and their luggage by sea, 1974 (PAL Prot 2002) has been approved by Belgium. The Protocol 2002 states that Articles 1 to 22 of the PAL Convention 74, as revised by the Protocol 2002, together with Articles 17 to 25</li> </ul>

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		of the Protocol 2002 and the Annex thereto, shall constitute and be called the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 2002, referred to as PAL Convention 2002.
<b>B.3</b>	<b>In addition to the certificates and documents listed in section B.1 above, cargo ships shall carry:</b>	
B.3.01	Cargo Ship Safety Construction Certificate (SAFCON) (Ships ≥ 500gt)	<ul style="list-style-type: none"> <li>• Endorsement of the certificate: after completion of the survey with satisfactory results; no comments are allowed on the certificate or supplement.</li> </ul>
B.3.02	Cargo Ship Safety Equipment Certificate supplemented by Record of Equipment (Form E)	<ul style="list-style-type: none"> <li>• Surveys shall be carried out in accordance with the requirements of SOLAS convention and its amendments, and in accordance with the IMO “Survey guidelines under the harmonized system of survey and certification (HSSC), in its latest version.</li> <li>• Initial, renewal, intermediate and annual (survey + endorsement through the Navicert platform), except when the flag state is carrying out the survey. For more detailed information: <a href="#">see under D, I, 2 ‘Conventional vessels’</a>.</li> <li>• In case the renewal survey is performed by the RO, the RO is authorized to extend the validity of the Cargo Ship Safety Equipment Certificate through the Navicert platform using the endorsement according to SOLAS Reg. I/14(d) after successful completion of a renewal survey. When the BMI receives the full term International Load Line certificate, the full term Cargo Ship Safety Equipment Certificate and its supplement will be issued by BMI.</li> <li>• Any request for extension of the certificate in accordance with SOLAS Reg. I/14 should be submitted to the designated official of BMI for approval. Endorsement for an extension in accordance with SOLAS Reg I/14 may be delegated to the RO after consultation of the delegated official of BMI.</li> <li>• The inventory of equipment should mention only the equipment placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning. The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions - Inventory</a>.</li> </ul>
B.3.03a	Cargo Ship Safety Radio Certificate supplemented by Record of Equipment (Form R) for a ship of Convention Size	<ul style="list-style-type: none"> <li>• The surveys must be carried out in accordance with the requirements of SOLAS convention and its amendments, and in accordance with the IMO “Survey guidelines under the harmonized system of survey and certification (HSSC), in its latest version.</li> <li>• Periodical and renewal, (survey + endorsement through the Navicert platform), except when the flag state is carrying out the survey. For more detailed information: <a href="#">see under D, I, 2 ‘Conventional</a></li> </ul>



Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p><a href="#">vessels</a>’.</p> <ul style="list-style-type: none"> <li>• In case the renewal survey is performed by the RO, the RO is authorized to extend the validity of the Cargo Ship Safety Radio Certificate through the Navicert platform using the endorsement according to SOLAS Reg. I/14(d) after successful completion of a renewal survey. When the BMI receives the full term International Load Line certificate, the full term Cargo Ship Safety Radio Certificate and its supplement will be issued by BMI.</li> <li>• Any request for extension of the certificate in accordance with SOLAS Reg. I/14 should be submitted to the designated official of BMI for approval. Endorsement for an extension in accordance with SOLAS Reg I/14 may be delegated to the RO after agreement with BMI</li> <li>• The survey shall include the verification of the validity of the “radio station license”, the land-based contract (if applicable), and the GOCs (global operating certificates) that are required in connection with the radio certificate and the minimum safe manning certificate</li> <li>• The inventory of equipment should mention only the equipment placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning.</li> </ul> <p>The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions - Inventory</a>.</p>
B.3.03b	Cargo Ship Safety Radio Certificate supplemented by Record of Equipment (Form R) for a cargo ship of less than convention size (< 500 GT)	<ul style="list-style-type: none"> <li>• The surveys must be carried out in accordance with the requirements of SOLAS convention and its amendments, and in accordance with the IMO “Survey guidelines under the harmonized system of survey and certification (HSSC), in its latest version.</li> <li>• Periodical and renewal, (survey + endorsement), only upon specific request of BM.</li> <li>• In case the renewal survey is performed by the RO, the RO is authorized to issue a Cargo Ship Safety Radio certificate with a maximum validity of 5 months after the successful completion of the renewal survey. When the BMI receives the full term International Load Line certificate or – in absence thereof – the full term Certificate of Classification, the full term Cargo Ship Safety Radio certificate will be issued by BMI</li> <li>• Any request for extension of the certificate in accordance with SOLAS Reg. I/14 should be submitted to the designated official of BMI for approval. Endorsement for an extension in accordance with SOLAS Reg I/14 may be delegated to the RO after agreement with BMI.</li> <li>• The survey shall include the verification of the validity of the “radio station license”, 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 certificate</li> <li>• The inventory of equipment should mention only the equipment</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p>placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning.</p> <p>The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions - Inventory</a>.</p>
B.3.04	Cargo Ship Safety Certificate (Alternative) + Record of Equipment for the Cargo Ship Safety Certificate (Form C)	<ul style="list-style-type: none"> <li>The inventory of equipment should mention only the equipment placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning.</li> </ul> <p>The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions - Inventory</a>.</p>
B.3.07	Bulk Carrier Booklet	<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>
B.3.08	Document of Authorization for the Carriage of Grain and grain loading manual	<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>
B.3.09	Enhanced survey report file with supporting documents for bulk carriers and oil tankers	<ul style="list-style-type: none"> <li>Documentary evidence, subject for an audit, must be available to the designated official of BMI</li> <li>Supplementary requirements may be imposed by the designated official of BMI</li> </ul>
B.3.17	Volatile Organic Compound (VOC) Management Plan	<ul style="list-style-type: none"> <li>MARPOL Reg. VI/15.6 requires the approval of a ship specific VOC Management Plan.</li> </ul>
<b>B.4</b>	<b>In addition to the certificates and documents listed in sections B.1 and B.3 above, where appropriate, any ship carrying noxious liquid chemical substances in bulk shall carry:</b>	
B.4.01	International Pollution Prevention Certificate for the Carriage of Noxious Substances in Bulk (NLS Certificate)	<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 of BMI</li> </ul>
<b>B.5</b>	<b>In addition to the certificates and documents listed in sections B.1 and B.3 above, where appropriate, any chemical tanker shall carry:</b>	
B.5.01	BCH Code - Certificate of Fitness for the Carriage of	<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 of BMI</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
	Dangerous Chemicals in Bulk and its attachments (chemical tankers built before 1 July 1986)	
B.5.02	IBC Code - International Certificate of Fitness for the carriage of Dangerous Chemicals in Bulk and its attachments (chemical tankers built on or after 1 July 1986)	<ul style="list-style-type: none"> <li>Any deviation from the list of products that may be transported must be submitted from the designated official of BMI</li> </ul>
<b>B.6</b>	<b>In addition to the certificates and documents listed in sections B.1 and B.3 above, where appropriate, any gas carrier shall carry:</b>	
B.6.01	GC Code - Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	<ul style="list-style-type: none"> <li>The surveys must be carried out in accordance with the requirements of the GC Code and its amendments, and in accordance with the IMO "Survey guidelines under the harmonized system of survey and certification (HSSC), in its latest version.</li> <li>Initial, renewal, intermediate and annual (survey + endorsement), except when the flag state is carrying out the survey. For more detailed information: <a href="#">see under D, I, 2 'Conventional vessels'</a>.</li> <li>In case the renewal survey is performed by the RO, the RO is authorized to extend the Certificate of Fitness for the Carriage of Liquefied Gases in Bulk through the Navicert platform using the endorsement in accordance with GC Code paragraph 1.6.6.4, with a maximum validity of 5 months after successful completion of a renewal survey. When the BMI receives the full term Load line certificate, the full term certificate will be issued by BMI.</li> <li>Any request for extension of the certificate in accordance with GC Code paragraph 1.6 should be submitted to the designated official of BMI for approval. Endorsement for an extension in accordance with GC Code paragraph 1.6 may be delegated to the RO after agreement with BMI.</li> </ul>
B.6.02	International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (IGC - ships built on or after 1 July 1986)	<ul style="list-style-type: none"> <li>The surveys must be carried out in accordance with the requirements of the IGC Code and its amendments, and in accordance with the IMO "Survey guidelines under the harmonized system of survey and certification (HSSC), in its latest version.</li> <li>Initial, renewal, intermediate and annual (survey + endorsement through the Navicert platform), except when the flag state is carrying out the survey. For more detailed information: <a href="#">see under D, I, 2 'Conventional</a></li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p><a href="#">vessels</a>'.</p> <ul style="list-style-type: none"> <li>In case the renewal survey is performed by the RO, the RO is authorized to extend the Certificate of Fitness for the Carriage of Liquefied Gases in Bulk through the Navicert platform using the endorsement in accordance with IGC 1.4.6.4, with a maximum validity of 5 months after successful completion of a renewal survey. When the BMI receives the full term Load line certificate, the full term certificate will be issued by BMI.</li> <li>Any request for extension of the certificate in accordance with GC Code paragraph 1.4 should be submitted to the designated official of BMI for approval. Endorsement for an extension in accordance with GC Code paragraph 1.4 may be delegated to the RO after agreement with BMI.</li> </ul>
<b>B.7</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any high-speed craft shall carry:</b>	
B.7.01	High-Speed Craft Safety Certificate (HSC), supplemented by Record of Equipment	<ul style="list-style-type: none"> <li>The inventory of equipment should mention only the equipment placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning.</li> </ul> <p>The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions – Inventory</a></p>
<b>B.8</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any ships carrying dangerous goods shall carry:</b>	
B.8.01	Document of compliance with the special requirements for ships carrying dangerous goods	<ul style="list-style-type: none"> <li>MSC.1/Circ.1266 Document of compliance with the special requirements for ships carrying dangerous goods under the provisions of regulation II-2/19 of the 1974 SOLAS Convention, as amended, and of paragraph 7.17 of the 2000 HSC Code, as amended</li> </ul>
<b>B.9</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any ships carrying dangerous goods in packaged form shall carry:</b>	
<b>B.10</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any ships carrying dangerous INF cargo shall carry:</b>	
<b>B.11</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any nuclear ship shall carry:</b>	
B.11.02	Nuclear Cargo Ship Safety Certificate, supplemented by Record of Equipment	<ul style="list-style-type: none"> <li>The inventory of equipment should mention only the equipment placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning.</li> </ul> <p>The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions - Inventory</a></p>
B.11.03	Nuclear Passenger Ship Safety	<ul style="list-style-type: none"> <li>The inventory of equipment should mention only the equipment placed on board a ship for use in order to comply with international</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
	Certificate, supplemented by Record of Equipment	instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning. The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions - Inventory</a>
<b>B.12</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any ship operating in Polar waters shall carry:</b>	
B.12.01	Polar Ship Certificate, including a supplement recording equipment	<ul style="list-style-type: none"> <li>• The BMI must be informed in case of a new Category A or a new Category B ship.</li> <li>• The inventory of equipment should mention only the equipment placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning. The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions – Inventory</a></li> </ul>
<b>B.13</b>	<b>In addition to the certificates and documents listed in sections B.1, B.2 and B.3 above, where appropriate, any ship using gases or other low-flashpoint fuels shall carry:</b>	
<b>B.14</b>	<b>In addition to the certificates and documents listed in sections B.1 and B.3 above, where appropriate, any ship carrying industrial personnel shall carry:</b>	
B.14.01	Industrial Personnel Safety Certificate, including supplement Record of Equipment	<ul style="list-style-type: none"> <li>• Grandfathering provisions for obtaining IP certification are provided in SOLAS XV/3.2 and 3.3. The Belgian flag will issue a formal Statement for the vessels which are eligible to make use of this grandfathering principle, confirming they are authorized to carry industrial personnel based on the recommendations developed by the organization (Res.MSC.418(97)) and meeting the provisions of the 2008 SPS Code. Only for those vessels the grandfathering provisions can be applied.</li> </ul>
<b>B.15</b>	<b>Certificates and documents concerning specific equipment</b>	
B.15.01	Evaluation, Testing and Approval of Life-Saving Appliances and Arrangements	<ul style="list-style-type: none"> <li>• This includes the testing of davit launching gear.</li> <li>• In accordance with MSC.1/Circ.1206/Rev.1 Measures to prevent accidents with lifeboats</li> <li>• Maintenance services for inflatable rafts: must be approved by the RO. IMO Res. A.761(18) as amended by IMO Res. MSC.55(66) and IMO Res. MSC.388(94)</li> <li>• Maintenance, thorough examination, operational testing, overhaul and repair of lifeboats (including free-fall lifeboats), rescue boats (including fast rescue boats), as well as launching appliances, and release gear: more information can be found on our website <a href="#">BMI Circulars</a>.</li> <li>• Belgian flag to endorse or renew the certificates as required by the international conventions, the RO shall ensure that the marine equipment on board the ship complies with the requirements of the MED Directive: see <a href="#">Specific instructions – MED Directive</a></li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
B.15.02	Ships' gear Register & Lifting gear & Elevators	<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 " certificate 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. Annual is to be understood as within the allowable time window of the applicable survey: <ul style="list-style-type: none"> <li>- between 3 months before and 3 months after each anniversary date of the certificate. Anniversary date means the day and month of each year that corresponds to the date of expiry of the relevant document or certificate,</li> <li>- Three-months before the expiry date of the certificate.</li> </ul> </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. The full survey shall be carried out by a surveyor of the BMI or of the RO within the window period of the renewal of the "Cargo Ship Safety Construction Certificate".</li> </ul>
<b>C</b>	<b>OTHER CERTIFICATES AND DOCUMENTS BASED ON INTERNATIONAL COVENTIONS WHICH ARE NOT MANDATORY</b>	
<b>C.1</b>	<b>Special Purpose ships</b>	
C.1.01	Special Purpose Ship Safety certificate, supplemented by a Record of Equipment (Form SPS)	<ul style="list-style-type: none"> <li>• The requirements as per Res. MSC.266(84), as amended, SPS Code 2008, shall be applicable to new ships from 13 May 2008, and to existing ships, applying for SPS notation, 13 May 2010. The requirements as per Res. A.534(13), as amended, SPS Code, are applicable to existing special purpose ships to which 2008 SPS Code doesn't apply.</li> <li>• All applications for exemptions must be submitted to BMI. The shipowner or yard shall send all exemption requests to BMI as soon as possible, supplemented with all relevant information about the exemption conditions, together with the advice from the RO. BMI will assess the exemption requests and is the sole authority to decide whether or not the exemption can be granted.</li> <li>• During surveys, the RO must check each time that the conditions and requirements for exemptions as stated on the certificate are still met.</li> <li>• The inventory of equipment should mention only the equipment placed on board a ship for use in order to comply with international instruments and not the voluntarily placed equipment on board. However, all the equipment on board must be fully functioning. The installation and functioning of all the equipment are in accordance with the EU Directive 2014/90/EU on marine</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		equipment, also known as the MED Directive. For more information: see <a href="#">Specific instructions - Inventory</a>
<b>C.2</b>	<b>Offshore support vessels</b>	
<b>C.3</b>	<b>Diving systems</b>	
<b>C.4</b>	<b>Passenger submersible craft</b>	
<b>C.5</b>	<b>Dynamically supported craft</b>	
<b>C.6</b>	<b>Mobile offshore drilling units (MODU)</b>	
C.6.01	Mobile Offshore Drilling Unit Safety Certificate	<ul style="list-style-type: none"> <li>• The recommended design criteria in paragraph 2.6 of the 2008 Intact Stability Code are considered mandatory.</li> <li>• Data for damage stability that comply with the MODU code (Chapter 3) can be accepted as equivalent to the provisions laid down in the Load Line Convention</li> <li>• The designated official of BMI must be consulted whenever an interpretation of the MODU code is required. The designated official of BMI in turn shall inform the other Recognised Organisations concerning these interpretations in order to ensure uniform application.</li> <li>• The designated official of BMI retains the right to grant exemptions to specific requirements</li> <li>• 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 of BMI. 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 of BMI is to be consulted.</li> </ul>
<b>C.7</b>	<b>Wing-in-Ground (WIG) Craft</b>	
<b>C.8</b>	<b>Noise levels (existing ships)</b>	
<b>D</b>	<b>OTHER CERTIFICATES AND DOCUMENTS BASED ON INTERNATIONAL LABOUR CONVENTIONS WHICH ARE MANDATORY</b>	
D.1.01	Interim Maritime Labour Certificate	<ul style="list-style-type: none"> <li>• Reference to applicable <a href="#">BMI Circulars</a></li> <li>• The RO does not have authorization to perform the interim audits</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
		<p>and to issue the corresponding certificates, unless upon specific request of the designated official of the BMI.</p> <ul style="list-style-type: none"> <li>• The maximum validity of the interim certificate is 6 months.</li> </ul>
D.1.02	Maritime Labour Certificate	<ul style="list-style-type: none"> <li>• Reference to applicable <a href="#">BMI Circulars</a></li> <li>• The RO is authorized to perform the initial audits and to issue the corresponding certificates, unless specific instructions have been given by the designated official of the BMI to the shipowner or company that these initial audits must be performed by BMI. Upon completion of an initial audit with a positive result, the Recognised Organisation is authorized to issue a Maritime Labour Certificate, valid for up to 5 months, from the date of completion of the audit. The certificate, together with a copy of the report, must be sent immediately to the BMI. The designated official of the BMI shall issue the electronic full term certificate through Navicert on receipt of a positive audit report.</li> <li>• In principle only one intermediate verification is to be carried out, it should take place between the second and third anniversary date of the MLC Certificate. Anniversary date means the day and month of each year that corresponds to the date of expiry of the relevant document or certificate. Intermediate endorsement of the existing certificate by the RO is carried out via our Navicert platform.</li> <li>• The RO is only authorized to perform the renewal audit when BMI has performed the intermediate audit, unless explicitly authorized by the delegated official of the BMI. It is the responsibility of the shipowner or company to invite the correct party (BMI/RO) according the instructions given.</li> <li>• Upon successful completion of the renewal survey, the RO is authorized to endorse the existing certificates through our Navicert platform in accordance with MLC Standard A5.1.3.4, with a maximum validity of 5 months. When the BMI receives the report, the full term certificate will be issued by BMI.</li> <li>• Upon completion of any verification, a report should be forwarded, without delay, to BMI. Any report should always be sent through, and validated by, the local chief representative of the Recognised Organisation in Belgium. Reporting of non-conformities &amp; follow up remains the responsibility of the RO.</li> </ul>
D.1.04	Declaration of Maritime Labour Certificate Part II	The RO is not authorized to countersign the DMLC PII, following an on board audit in relation to the Maritime Labour Convention 2006.
D.1.05	MLC - Attestation of Maritime Labour Certificate	<ul style="list-style-type: none"> <li>• This attestation is for ships to whom MLC applies, but who do not require to have a Maritime Labour Certificate as stated in MLC Regulation 5.1.3.1.</li> <li>• MLC audit is annual and is connected to the survey for the Certificate of Seaworthiness for a cargo ship of less than convention size (A.1.04b).</li> </ul>



Column 1	Certificates / Documents	Belgian / BMI Requirements
D.1.09	Attestation of compliance for accommodation	<ul style="list-style-type: none"> <li>• With reference to the applicable ILO Conventions and the Maritime Labour Convention 2006</li> <li>• The designated official of BMI retains the right to grant exemptions to specific requirements concerning accommodation</li> </ul>
<b>E CERTIFICATES AND DOCUMENTS BASED ON EU LEGISLATION</b>		
E.1.03	Ro-ro passenger ships : certificate establishing compliance with the specific stability requirements for ro-ro passenger ships in EU Directive 2003/25, as amended – Royal Decree of 21 November 2005	<ul style="list-style-type: none"> <li>• Every ro-ro passenger ship engaged in voyages within the scope of <a href="#">EU Directive 2003/25</a> should fulfil the stability requirements in relation to the significant wave heights determined for its area of operation. It should carry a certificate of compliance with this directive.</li> <li>• For ro-ro passenger ships operating a regular service to or from Belgian ports, the Belgian maritime area is divided into two zones according to the significant wave height. The zone determines the ship's stability requirements. The coordinates of the zones and their distribution can be found on an overview map of Belgian maritime waters on <a href="#">our website</a>. Before a Roro passenger ship falling within the scope of Directive 2003/25 may be used on voyages to or from Belgian ports, contact <a href="mailto:Ship.BelFlag@mobilit.fgov.be">Ship.BelFlag@mobilit.fgov.be</a> to verify compliance with the requirements of this Directive.</li> </ul>
E.1.04	EU Ship Recycling Regulation 1257/2013 - Inventory of hazardous materials (IHM)	<ul style="list-style-type: none"> <li>• Early implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships due to EU Regulation 1257/2013 on ship recycling.</li> <li>• As Belgian ships are EU-flagged ships, the Inventory of Hazardous Materials (IHM) must include PFOS in the table A materials, and HBCDD in the table B materials. For the development of the IHM Res. MEPC.269(68) must be taken into account as well as the Best Practice Guidance on the IHM from the European Maritime Safety Agency (EMSA).</li> <li>• For more information: see <a href="#">Specific instructions – Ship Recycling</a>.</li> </ul>
E.1.05	EU Ship Recycling Regulation 1257/2013 - Inventory Certificate	<ul style="list-style-type: none"> <li>• Early implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships of 15 May 2009 due to EU Regulation 1257/2013 on ship recycling.</li> <li>• Certificates issued in the framework of ship recycling, will only refer to the EU Regulation 1257/2013 on ship recycling. A statement of compliance referring to the Hong Kong International Convention for the Safe, and Environmentally Sound Recycling of Ships is allowed.</li> <li>• Surveys shall verify that Part I of the inventory of hazardous materials complies with the requirements of EU Reg. 1257/2013.</li> <li>• For more information: see <a href="#">Specific instructions – Ship Recycling</a>.</li> </ul>
E.1.06	EU Ship Recycling Regulation 1257/2013 - Ready for Recycling Certificate	<ul style="list-style-type: none"> <li>• Early implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships due to EU Regulation 1257/2013 on ship recycling</li> <li>• The Ready for Recycling certificate must be issued on paper and sent to the BMI for countersigning.</li> <li>• For more information: see <a href="#">Specific instructions – Ship Recycling</a>.</li> </ul>

Column 1	Certificates / Documents	Belgian / BMI Requirements
E.1.07	Document of Compliance required under EU Regulation 2015/757 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport (MRV)	<ul style="list-style-type: none"> <li>When a regulatory survey is conducted by the Recognized Organization, it must be checked that ships to which EU Regulation 2015/757 applies, are provided with a valid Document of Compliance.</li> </ul> <p>Authorization of verification activities are not in the scope of the Work Matrix.</p> <p>For more information: see <a href="#">Specific instructions – MRV</a>.</p>
<b>F</b>	<b>CERTIFICATES AND DOCUMENTS CONCERNING THE HULL</b>	

