



Human Environment and Transport
Inspectorate
*Ministry of Infrastructure and the
Environment*

Guidance for the carriage of publications on board ships flying the flag of the Netherlands

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Introduction

1 The main purpose of this guidance is to provide information in a concise form to shipowners of the mandatory and optional carriage of publications on board of ships flying the flag of the Netherlands.

2 The publications explicitly required by the IMO, the ILO and the national legislation to be carried on board, are listed in appendix 1.

3 The publications which may optionally be considered to be carried on board, are listed in appendix 2.

Part A Publications required to be carried on board ships flying the flag of the Netherlands

Chapter 1 Publications required by the IMO to be carried on board ships

1.1 The publications explicitly required by IMO instruments to be carried on board ships are stipulated in IMO circular MSC-MEPC.2/Circ.2. These publications are listed in appendix 1 to this guidance.

1.2 A nautical publication is defined in regulation 2 of chapter V of the SOLAS Convention as a special-purpose map or book, or a specially compiled database from which such a map or book is derived, that is issued officially by or on the authority of a Government, authorized Hydrographic Office or other relevant government institution and is designed to meet the requirements of marine navigation.

1.3 The publications may be carried in the form of electronic media such as CD-ROM in lieu of hard copies. Acceptable publications in electronic form should be those issued by IMO or an Administration or a body authorized by an Administration to ensure correctness of their contents and to safeguard against illegal copying. A medium could either contain a publication or as many publications as possible. In any case, the media should be treated in accordance with the document control procedures in the ship's SMS including procedures for timely update.

1.4 Notwithstanding the paragraph above, the publications for emergency use, i.e. the International Code of Signals and the IAMSAR Manual shall always be available in the form of hard copies, bearing in mind that such publications need to be readily available for use in case of emergency without being restricted to a specific place and by the availability of a computer.

Chapter 2 Publications required by the ILO to be carried on board ships

2.1 The sole publication explicitly required by ILO instruments to be carried on board ships is the Maritime Labour Convention. This publication is listed in the appendix 1 of this guidance.

Chapter 3 ITU requirements on carriage of publications on board ships

3.1 The publications explicitly required by ITU to be carried (1) on board ship stations for which a Global Maritime Distress and Safety System installation is required by international agreement or (2) on other ship stations for which a radio installation is required by regional or international agreement, are stipulated in Appendix 16 of the ITU Radio Regulations, as referred to in article 51.6 of the ITU Radio Regulations.

3.2 The publications may be carried in the form of electronic form or hard copies.

Chapter 4 Publications required by national legislation to be carried on board ships flying the flag of the Netherlands

4.1 In addition to the publications explicitly required by the IMO, the ILO and the ITU to be carried on board ships, additional publications are required to be carried on board ships flying the flag of the Netherlands, based on national legislation. These publications are listed in the appendix 1 of this guidance.

3.2 The publications may be carried in an electronic form or hard copies.

Appendix 1 Publications required to be carried on board ships flying the flag of the Netherlands*

	Name of publication	Required by	Applicable ships	Remarks
IMO requirements	IBC Code.	IBC, paragraph 16.2.1	Ships regardless of size, including those of less than 500 gross tonnage, engaged in the carriage of bulk cargoes of dangerous chemicals or noxious liquid substances (NLS), other than petroleum or similar flammable products as follows: .1 products having significant fire hazards in excess of those of petroleum products and similar flammable products; .2 products having significant hazards in addition to or other than flammability.	Built after 1 July 1986.
	BCH Code.	BCH, paragraph 5.2.1	Ships transporting dangerous and noxious chemical substances in bulk, i.e. chemical tankers which are engaged in the carriage of noxious or liquid substances falling into category X, Y or Z and identified as such by an entry of X, Y or Z in column c of chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code).	Built before 1 July 1986.
	IGC Code.	IGC, paragraph 18.1.3	Ships regardless of their size, including those of less than 500 gross tonnage, engaged in the carriage of liquefied gases having a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8 °C and other products, as shown in chapter 19 of the Code, when carried in bulk.	Built after 1 July 1986.
	International Code of Signals.**	SOLAS V/21.1	All ships	
	IAMSAR Manual Volume III.**	SOLAS V/21.2	All ships.	
	Nautical Charts & Publications, adequate and up-to-date for the intended voyage.	SOLAS V/19.2.1 and V/27	All ships.	
	Publications required by ISM Code.	ISM Code, paragraphs 1.2.3 and 11.3.	All ships	Required publications are those specifically mentioned to be carried by the ship's SMS manual.
ILO requirements	Maritime Labour Convention.	<ul style="list-style-type: none"> - MLC, Standard A.5.1.1.2, and - Seafarers Act, article 69c 	All ships flying the flag of a Party to the Convention.	

ITU requirements	List of Ship Stations and Maritime Mobile Service Identity Assignments.	Section II of Appendix 16 of the ITU Radio Regulations, as referred to in article 51.6	All ship stations for which a Global Maritime Distress and Safety System installation is required by international agreement	In either printed or electronic format and only if other nautical publications provided do not foresee
	List of Coast Stations and Special Service Stations.	Section II of Appendix 16 of the ITU Radio Regulations, as referred to in article 51.6	All ship stations for which a Global Maritime Distress and Safety System installation is required by international agreement	In either printed or electronic format
	Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services.	Section II of Appendix 16 of the ITU Radio Regulations, as referred to in article 51.6	All ship stations for which a Global Maritime Distress and Safety System installation is required by international agreement	In either printed or electronic format
	List of Coast Stations and Special Service Stations.	Section III of Appendix 16 of the ITU Radio Regulations, as referred to in article 51.6	Other ship stations for which a radio installation is required by regional or international agreement	In either printed or electronic format
	The relevant rules and procedures of radiocommunications, e.g. Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services.	Section III of Appendix 16 of the ITU Radio Regulations, as referred to in article 51.6	Other ship stations for which a radio installation is required by regional or international agreement	In paper or electronic format
National requirements	Netherlands merchant shipping legislation.	Commercial Code, article 347.	All ships.	The Yearbook Netherlands Merchant Shipping Legislation contains the relevant legislation and regulations for the maritime shipping sector.
	Dutch Medical Guide for Ships, including supplements.	Table 2 of Annex 5 of Regulation Safety Seagoing Vessels, as referred to in article 25	All ships, except: - cargo ships, sailing vessels and fishing vessels with a sailing area limited to the GMDSS Sea Area A1 as stipulated in provisions IV/2 of the SOLAS Convention, up to 30 miles from the coast of a European country and cargo ships certified in accordance with the SCV Code that are engaged on voyages in exposed waters as referred to in Regulation I/2.15 of that Code (column D in Table 2 of Annex 5 of Regulation Safety Seagoing Vessels).	
	Orange Cross First Aid Booklet.	Table 2 of Annex 5 of Regulation Safety	Cargo ships, sailing vessels and fishing vessels with a sailing area limited to the GMDSS Sea Area A1 as stipulated in	

		Seagoing Vessels, as referred to in article 25.	provisions IV/2 of the SOLAS Convention, up to 30 miles from the coast of a European country and cargo ships certificated in accordance with the SCV Code that are engaged on voyages in exposed waters as referred to in Regulation I/2.15 of that Code (column D in Table 2 of Annex 5 of Regulation Safety Seagoing Vessels).	
	MFAG, including supplements.	Regulation Safety Seagoing Vessels, as referred to in article 25.	All ships carrying dangerous goods as referred to in Chapter VII of the SOLAS Convention, except: <ul style="list-style-type: none"> - cargo ships, sailing vessels and fishing vessels with a sailing area limited to the GMDSS Sea Area A1 as stipulated in provisions IV/2 of the SOLAS Convention, up to 30 miles from the coast of a European country and cargo ships certificated in accordance with the SCV Code that are engaged on voyages in exposed waters as referred to in Regulation I/2.15 of that Code (column C in Table 2 of Annex 5 of Regulation Safety Seagoing Vessels); and - vessels on which short international or national voyages are made as stipulated in provision III/3 of the SOLAS Convention (column D in Table 2 of Annex 5 of Regulation Safety Seagoing Vessels). 	A Dutch copy is required in case the working language on board, as referred to in provision V/14.3 of the SOLAS Convention, is Dutch. An English copy is required in case the working language is not Dutch.
	EmS Guide.	Regulation Safety Seagoing Vessels, article 46.	All ships carrying dangerous goods as referred to in chapter VII of the SOLAS Convention.	A Dutch copy is required in case the working language on board, as referred to in provision V/14.3 of the SOLAS Convention, is Dutch. An English copy is required in case the working language is not Dutch.

Note:

* All publications on board ships, regardless of format, shall be the latest edition or duly corrected up to date. In cases where copies of national regulations incorporating the provisions of the required instruments are provided on board, publications of such instruments need not be carried on board. Unless stated otherwise, official digital publications are permitted.

** These publications for emergency use should always be available on board ships in the form of hard copy.

Part B Optional carriage of publications on board ships

Chapter 5 Publications which may optionally be considered to be carried on board ships flying the flag of the Netherlands

5.1 Mandatory IMO instruments such as the SOLAS Convention, the MARPOL Convention, the Load Lines Convention, the COLREG Convention, the STCW Convention and Code, the Convention for Safe Containers, 1972, the Convention of Maritime Search and Rescue, 1979, the Torremolinos Convention for the Safety of Fishing Vessels, 1977/1993/2012, the Anti-fouling Systems (AFS) Convention, 2001, and other Conventions deal with many operational aspects, *inter alia*, navigational responsibilities, safety-related training/drills on board, safe cargo handling, oil spill prevention, collision avoidance activities and watchkeeping standards.

5.2 Mandatory IMO instruments such as the ISM Code, the ISPS Code, the 2000 HSC Code, the 1994 HSC Code, the Intact Stability Code, the Grain Code, the NOx Technical Code, the FTP Code, the ESP Code, the IMSBC Code, the IMDG Code, the Code on Noise Levels Onboard Ships, the LSA Code, the FSS Code, the Polar Code, the IGF code, the Cargo Stowage and Securing (CSS) Code, the Code for the safe carriage of INF, plutonium, and high level radioactive wastes in flasks on board ships, the INF Code, the GC Code and other Codes deal with operational aspects relevant to the ship type, the cargo carried or the operation of the ship.

5.3 Non-mandatory IMO instruments such as the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code), the MODU Code, the BC Code 2004, the Timber Deck Cargo Code, the Diving Code, 1995, the Dynamically Supported Craft Code (DSC Code), the Special Purpose Ships Code (SPS Code), the Code of Safety for Fishermen and Fishing Vessels, 2005, the Code on Alerts and Indicators, and the Code of Safe Practice for the Carriage of Cargoes and Persons by Offshore Supply Vessels (OSV Code) also deal with operational aspects relevant to the ship type, the cargo carried or the operation of the ship.

5.4 The IMO instruments (Conventions, mandatory Codes and other Codes) as mentioned in paragraph 4.1, 4.2 and 4.3 may, although not expressly required, nevertheless be considered to be carried on board ships when relevant to the ship type, the cargo carried or the operation of the ship, in order to improve the crew's knowledge and to enhance the implementation of IMO instruments. If the shipowner or the master considers it important that the crew have certain knowledge about certain IMO instruments, it should be up to the shipowner or master to decide whether such publications should be carried on board.

5.5 The publications which may optionally be considered to be carried on board ship flying the flag of the Netherlands are listed in the appendix 2 of this guidance.

5.6 The publications may be carried in an electronic form or hard copies.

5.7 All publications on board ships, regardless of format, should be the latest edition or duly corrected up to date.

5.8 As stated in paragraph 2 of MSC-MEPC.2/Circ.2, no deficiency or non-conformity should be filed by port State control authorities and/or ISM auditors against ships not carrying on board publications which are not expressly required by IMO instruments, unless otherwise required by the ship's Safety Management System (SMS) manual.

Appendix 2 Publications which may optionally be considered to be carried on board ships flying the flag of the Netherlands*

Name of publication	Applicable ships	Remarks
SOLAS Convention.	All ships.	
MARPOL Convention.	All ships.	
Load Lines Convention.	All ships.	
COLREG Convention.	All ships.	
STCW Convention and Code.	All ships.	
Tonnage Measurement Convention.	All ships.	
Anti-fouling Systems (AFS) Convention, 2001	All ships.	
ISM Code.	All ships.	
ISPS Code.	All ships.	
LSA Code.	All ships.	
FSS Code.	All ships.	
Intact Stability Code.	All ships.	
NOx Technical Code.	All ships.	
FTP Code.	All ships.	
Code of Signals.	All ships.	
Code on Noise Levels Onboard Ships.	All ships.	
Code on Alerts and Indicators,	All ships.	
IMO Standard Marine Communication Phrases (SMCP).	All ships.	
Guide to Helicopter / Ship operations.	All ships.	
“Safety First”, safety onboard manual.	All ships.	
DVD “The risks of working with hatch cover cranes”.	All ships equipped with hatch cover cranes.	
2000 HSC Code.	High speed crafts engaged in international voyages the keels of which are laid or which are at a similar stage of construction on or after 1 July 2002: .1 passenger craft which do not proceed in the course of their voyage more than four hours at 90% of maximum speed from a place of refuge; and .2 cargo craft of 500 gross tonnage and upwards which do not proceed in the course of their voyage more than 8 h at 90% of maximum speed from a place of refuge when fully laden.	
1994 HSC Code.	High speed crafts which are engaged in international voyages: .1 passenger craft which do not proceed in the course of their voyage more than 4 h at operational speed from a place of refuge when fully laden; and .2 cargo craft of 500 gross tonnage and upwards which do not proceed in the course of their voyage more than 8 h at operational speed from a place of refuge when fully laden.	

Grain Code.	Ships regardless of size, including those of less than 500 gross tonnage, engaged in the carriage of grain in bulk, to which part C of chapter VI of the 1974 SOLAS Convention, as amended, applies.	
ESP Code.	<ul style="list-style-type: none"> - All self-propelled double-side skin bulk carriers of 500 gross tonnage and above; - All self-propelled bulk carriers of 500 gross tonnage and above other than double-side skin bulk carriers as defined in paragraph 1.2.1 of part B of annex A to the Code; - All self-propelled double-hull oil tankers of 500 gross tonnage and above; - All self-propelled oil tankers of 500 gross tonnage and above other than double-hull oil tankers, as defined in 1.2.1 of part A of annex B to the Code. 	
IMSBC Code.	Ships carrying solid bulk cargoes (cargo, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition, which is loaded directly into the cargo spaces of a ship without any intermediate form of containment) other than grain which, owing to their particular hazards to ships or persons on board, may require special precautions.	
IMDG Code.	All ships to which the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended, applies and which are carrying dangerous goods as defined in regulation 1 of part A of chapter VII of that Convention.	
Polar Code.	Ships operating in polar waters.	
IGF Code.	Ships to which part G of SOLAS chapter II-1 applies, using low-flashpoint fuel, other than ships covered by the IGC Code.	
Cargo Stowage and Securing (CSS) Code.	Ships carrying cargoes (other than solid and liquid bulk cargoes and timber stowed on deck) and, in particular, to those cargoes whose stowage and securing have proved in practice to create difficulties.	
Code for the safe carriage of INF, plutonium, and high level radioactive wastes in flasks on board ships.	New and existing ships regardless of size, including cargo ships of less than 500 gross tonnage, engaged in the carriage of irradiated nuclear fuel, plutonium and high level radioactive wastes in flasks approved in accordance with the applicable Regulations for the Safe Transport of Radioactive Material adopted by the International Atomic Energy Agency and carried in accordance with class 7 of the International Maritime Dangerous Goods (IMDG) Code, schedule 10, 11, 12 or 13.	
INF Code.	Ships engaged in the carriage of packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes carried as cargo in accordance with class 7 of the IMDG Code (INF cargo) as prescribed in regulation VII/15 of the SOLAS Convention.	

GC Code.	Ships transporting liquefied gases having a vapour pressure exceeding 2.8 kp/cm ² at a temperature of 37.8° C and certain other substances as shown in Chapter XIX of the Code, when carried in bulk.	
Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code).	Ships loading and unloading solid bulk cargoes (cargoes other than a liquid or a gas, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition which is loaded directly into the cargo spaces of a ship without any intermediate form of containment).	
MODU Code, 1979/1989/2009	Mobile offshore drilling units (vessels capable of engaging in drilling operations for the exploration for or exploitation of resources beneath the seabed such as liquid or gaseous hydrocarbons, sulphur or salt).	
BC Code, 2004.	Ships carrying solid bulk cargoes excluding grain.	
Diving Code, 1995.	Ships and floating structures having diving systems (whole plant and equipment necessary for the conduct of diving operations) on board.	
Timber Deck Cargo Code.	All ships of 24 metres or more in length, carrying a timber deck cargo on an uncovered part of a freeboard or superstructure deck.	
Dynamically Supported Craft Code (DSC Code).	Dynamically supported crafts carrying more than 12 passengers but not over 450 passengers with all passengers seated, not proceeding in the course of their voyage more than 100 nautical miles from the place of refuge, which are engaged on voyages between a terminal in one country and a terminal in another country, part or all of which voyages are across areas of water (but not necessarily on routes navigable to ships) through which a ship operating on an international voyage, as defined by the SOLAS Convention, would proceed.	
Special Purpose Ships Code (SPS Code).	Mechanically self-propelled ships of not less than 500 gross tonnage which by reason of its function carries on board more than 12 special personnel, i.e. persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship.	
Code of Safety for Fishermen and Fishing Vessels, 2005.	Fishing vessels.	
Code of Safe Practice for the Carriage of Cargoes and Persons by Offshore Supply Vessels (OSV Code).	Offshore supply vessels, i.e. vessels which are used for the transportation of stores, materials, equipment or personnel to, from and between offshore installations.	

Note:

* All publications on board ships, regardless of format, should be the latest edition or duly corrected up to date.