

Subject

Measures by ClassNK in response to “International Convention on the Control of Harmful Anti-Fouling Systems on Ships”

ClassNK

Technical Information

No. TEC-0496
Date 15 December 2002

To whom it may concern

The “International Convention on the Control of Harmful Anti-fouling Systems on Ships” (hereinafter referred to as the AFS Convention) was adopted on 5 October 2001 at the end of a five-day Diplomatic Conference held at IMO Headquarters in London.

The AFS Convention will enter into force twelve months after twenty-five States representing 25% of the world's merchant shipping tonnage have ratified it. Once the AFS Convention enters into force, ships shall be prohibited from applying or re-applying organotin compounds, which act as biocides in anti-fouling systems, from the date of entry into force. Further, a total ban will take effect on 1 January 2008, when organotin coatings and the use of sealer coats will be prohibited altogether. It has been reported that the EU and US have been preparing to ratify this convention.

IACS has sought clarification of the following issue concerning the AFS convention prior to the issue of any Documents of Compliance:

1. acceptance by one party of another party's approval of a paint or sealer coat and the degree to which approval can be used to issue the certificate.

The above issue is to be deliberated and finalised at FSI11, which is scheduled to be held next April 2003.

Guidelines on the survey and certification of anti-fouling systems onboard ships were adopted by the IMO at MEPC48. As a result, ClassNK can now issue a Statement of Compliance (hereinafter referred to as SOC) in accordance with the AFS Convention on a voluntary basis at the request of the shipyard or owner in the following instances:

1. where a newly built ship has applied a tin free anti-fouling system;
2. where the previous anti-fouling system has been removed by sand blasting, etc. and a tin free anti-fouling system has been applied: or
3. where the previous anti-fouling system has been completely covered by a sealer coat.

(To be continued)

NOTES:

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At the time of initial survey, the following documents must, in general, be submitted to ClassNK for review as part of the plan examination:

1. Purchases order sheets for tin free anti-fouling system or sealer coat;
2. Receipts for tin free anti-fouling system or sealer coat;
3. Declaration of tin free anti-fouling system or sealer coat issued by manufacturer (Material Safety Data Sheets (MSDS) or similar);
4. Painting schedule;
5. Work list of painting work done up to the present from initial application under construction issued by each shipyard (including any paint removal work).

Vessels in possession an SOC are required to undergo a periodical survey whenever approximately 25% or more of the anti-fouling system of the ship is changed or replaced (does not include cases of simple maintenance or touching up of coating in the event of scraping against the pier or similar type of readily repairable damage or maintenance work). When the history of all applicable anti-fouling systems of the ship is unclear, the existing anti-fouling system is to be removed by sand blasting, except in cases where an acceptable sealer coat is applied. An SOC is issued on a voluntary basis based on the application by the owner or shipyard. The SOC will be useful in preparing the AFS certificate once the AFS Convention has come into force.

For any questions about the above, please contact:

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