



## **Marine Notice No. 21 of 2011**

**This Marine Notice should be read in conjunction with Marine Notice No. 51 of 2008**

*For the attention of all Owners, Operators, Masters, Skippers and Ship Agents of Merchant Vessels, Fishing Vessels and Recreational Craft.*

### **2010 Guidelines for Survey and Certification of Anti-fouling Systems on Ships**

[Marine Notice No. 51 of 2008](#) notifies Irish vessel compliance requirements for the International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention).

The purpose of the AFS Convention, which entered into force on 17 September 2008, is to eliminate adverse effects on the marine environment and on human health caused by anti-fouling systems, that is, painting or coating on the hulls of boats used to prevent living organisms from attaching to them.

The Sea Pollution (Control of Anti-fouling Systems on Ships) Regulations 2008 [S.I. No. 82 of 2008] implements the Convention in Ireland. As required by Regulation 9(1)(b), this Marine Notice now notifies an amendment of the IMO guidelines for inspection sampling of ships' anti-fouling systems.

Masters and owners of ships, and all those involved in the shipping and related sectors, are requested to note that the said Guidelines were amended on 1 October 2010 by the Marine Environment Protection Committee of the IMO, by Resolution MEPC.195(61). The amended Guidelines are available on the IMO website, and are also attached below at the Annex.

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13/04/2011  
Encl. Annex

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**ANNEX 16**

**RESOLUTION MEPC.195(61)**

**Adopted on 1 October 2010**

**2010 GUIDELINES FOR SURVEY AND CERTIFICATION  
OF ANTI-FOULING SYSTEMS ON SHIPS**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by the international conventions for the prevention and control of marine pollution,

RECALLING ALSO that the International Conference on the Control of Harmful Anti-fouling Systems for Ships, 2001, held in October 2001, adopted the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (the AFS Convention) together with four Conference resolutions,

NOTING that Article 10 of the AFS Convention prescribes that ships shall be surveyed and certified in accordance with the regulations of annex 4 of the Convention,

NOTING ALSO that regulation 1(4)(a) of annex 4 of the AFS Convention refers to the guidelines to be developed by the Organization and Conference resolution 2 urges the Organization to develop these guidelines as a matter of urgency for them to be adopted before the entry into force of the Convention,

NOTING FURTHER that, by resolution MEPC.102(48), it adopted on 11 October 2002 the Guidelines for Survey and Certification of Anti-fouling Systems on Ships,

RECOGNIZING the need to revise the 2002 Guidelines,

HAVING CONSIDERED a revised text of the Guidelines for Survey and Certification of Anti-fouling Systems on Ships prepared by the Sub-Committee on Flag State Implementation at its eighteenth session,

1. ADOPTS the 2010 Guidelines for Survey and Certification of Anti-fouling Systems on Ships, as set out in the Annex to this resolution;
2. INVITES Governments to apply the 2010 Guidelines;
3. RECOMMENDS that the Guidelines be reviewed on a regular basis; and
4. REVOKES resolution MEPC.102(48).

ANNEX

**2010 GUIDELINES FOR SURVEY AND CERTIFICATION OF  
ANTI-FOULING SYSTEMS ON SHIPS**

**1 General**

1.1 Article 10 of the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001, hereinafter referred to as "the Convention", prescribes that ships shall be surveyed and certified in accordance with the regulations of annex 4 of the Convention. The purpose of this document is to provide the Guidelines for Surveys and Certification of Anti-fouling Systems on Ships referred to in regulation 1(4)(a) of annex 4, hereinafter referred to as the "Guidelines", that will assist the Administrations and recognized organizations, in the uniform application of the provisions of the Convention and assist companies, shipbuilders, manufacturers of anti-fouling systems, as well as other interested parties to understand the process of the surveys and issuance and endorsement of the certificates.

1.2 These Guidelines provide the procedures for survey to ensure that a ship's anti-fouling system complies with the Convention, and those necessary for issuance and endorsement of an International Anti-fouling System Certificate. A guidance for compliant anti-fouling systems is given in the Appendix I to this annex.

1.3 These Guidelines apply to surveys of ships of 400 gross tonnage and above engaged in international voyages, excluding fixed or floating platforms, floating storage units (FSUs), and floating production storage and off-loading units (FPSOs), as specified in regulation 1(1) of annex 4 to the Convention.

1.4 The sole purpose of the survey activities described in these Guidelines is to verify compliance with the provisions of the Convention. Consequently, such surveys do not relate to any aspect not regulated by the Convention even if such aspects relate to the performance of an anti-fouling system on the hull of a ship, including the quality of workmanship during the application process.

1.5 In the event that a new survey method is developed, or in the event that the use of a certain anti-fouling system is prohibited and/or restricted, or in the light of experience gained, these Guidelines may need to be revised in the future.

**2 Definitions**

For the purposes of these Guidelines:

2.1 "Administration" means the Government of the State under whose authority the ship is operating. With respect to a ship entitled to fly a flag of a State, the Administration is the Government of that State. With respect to fixed or floating platforms engaged in exploration and exploitation of the sea-bed and subsoil thereof adjacent to the coast over which the coastal State exercises sovereign rights for the purposes of exploration and exploitation of their natural resources, the Administration is the Government of the coastal State concerned.

2.2 "Anti-fouling system" means a coating, paint, surface treatment, surface, or device that is used on a ship to control or prevent attachment of unwanted organisms.

2.3 "Company" means the owner of the ship or any other organization or person such as the manager or the bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner of the ship and who, on assuming such responsibility, has agreed to take over all duties and responsibilities imposed by the International Safety Management (ISM) Code.

2.4 "Gross tonnage" means the gross tonnage calculated in accordance with the tonnage measurement regulations contained in annex 1 to the International Convention on Tonnage Measurement of Ships, 1969, or any successor convention.

2.5 "International voyage" means a voyage by a ship entitled to fly the flag of one State to or from a port, shipyard, or offshore terminal under the jurisdiction of another State.

2.6 "Length" means the length as defined in the International Convention on Load Lines, 1966, as modified by the Protocol of 1988 relating thereto, or any successor convention.

2.7 "Ship" means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft, fixed or floating platforms, floating storage units (FSUs) and floating production storage and off-loading units (FPSOs).

### **3 General requirements for surveys**

3.1 An initial survey covering at least the scope as in paragraph 1 of appendix II of these Guidelines should be held before the ship is put into service and the International Anti-fouling System Certificate required under regulation 2 or 3 of annex 4 to the Convention is issued for the first time.

3.2 A survey should be carried out whenever an anti-fouling system is changed or replaced. Such surveys should cover the scope as in paragraph 2 of appendix II to these Guidelines.

3.3 A major conversion affecting the anti-fouling system of a ship may be considered as a new building as determined by the Administration.

3.4 Repairs generally do not require a survey. However, repairs affecting approximately twenty-five (25) per cent or more of the anti-fouling system, should be considered as a change or replacement of the anti-fouling system.

3.5 A non-compliant anti-fouling system controlled under annex 1 of the Convention, that undergoes repair must be repaired, or replaced with a compliant anti-fouling system.

### **4 Request for survey**

4.1 Prior to any survey, a request for survey should be submitted by the Company to the Administration, or to a recognized organization along with the ship's data required in the International Anti-fouling System Certificate as listed:

- .1 Name of ship
- .2 Distinctive number or letters
- .3 Port of registry

- .4 Gross tonnage
- .5 IMO number.

4.2 A request for survey should be supplemented by a declaration and supporting information from the anti-fouling system manufacturer, confirming that the anti-fouling system applied, or intended to be applied to the ship is in compliance with the requirements of the Convention (with an identification of the version of the Convention referred to). Such declaration should provide the following information contained in the Record of Anti-fouling System, as can be found in appendix 1 to annex 4 to the Convention:

- .1 Type of anti-fouling system\*
- .2 Name of anti-fouling system manufacturer
- .3 Name and colour of anti-fouling system
- .4 Active ingredient(s) and their Chemical Abstract Service Registry Number (CAS number(s)).

Information required by the surveyor regarding compliance of product with the Convention should be found in a declaration from the anti-fouling system manufacturer which may be provided on the anti-fouling system container and/or on supportive documentation (such as Material Safety Data Sheets (MSDSs), or similar). A link between the supportive documentation and the relevant container should exist.

## 5 Conduct of surveys

### 5.1 Initial Surveys (Surveys in accordance with regulation 1(1)(a) of annex 4 to the Convention)

- .1 The initial survey should verify that all applicable requirements of the Convention are complied with.
- .2 As part of the survey, it should be verified that the anti-fouling system specified by the documentation submitted with the request for survey complies with the Convention. The survey should include verification that the anti-fouling system applied is identical to the system specified in the request for survey.
- .3 Taking into account experience gained and the prevailing circumstances, the initial survey should include the tasks as listed in paragraph 1 of appendix II to these Guidelines.
- .4 The verification tasks set out in paragraph 5.1.2 should be conducted at any time, either before, during, or after the anti-fouling system has been applied to the ship, as deemed necessary to verify compliance. No checks or tests must affect the integrity, structure or operation of the anti-fouling system.

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\* *Examples of suitable wording could be: Organotin-free self polishing type, Organotin-free ablative type, Organotin-free conventional, Biocide-free silicon type paint, others. In the case of an anti-fouling system containing no active ingredients, the words "biocide-free" should be used.*

5.2 **Surveys when the anti-fouling systems are changed or replaced** (Surveys in accordance with regulation 1(1)(b) of Annex 4 to the Convention)

- .1 If the existing anti-fouling system is confirmed by an International Anti-fouling System Certificate not to be controlled under annex 1 of the Convention, the provisions described in paragraph 5.1 apply.
- .2 If the existing anti-fouling system is declared not to be controlled under annex 1 of the Convention, without being documented by an International Anti-fouling System Certificate, a verification should be carried out to confirm that the anti-fouling system complies with the requirements of the Convention. This verification may be based on sampling and/or testing and/or reliable documentation, as deemed necessary based on experience gained and the existing circumstances. Documentation for verification could, e.g., be MSDSs, or similar, a declaration of compliance from the anti-fouling system manufacturer, invoices from the shipyard and/or the anti-fouling system manufacturer. To verify the new anti-fouling system, the provisions described in paragraph 5.1 apply.
- .3 If the existing anti-fouling system has been removed, the removal should be verified in addition to the provisions described in paragraph 5.1.
- .4 If a sealer coat has been applied, a verification should be carried out to confirm that the name, type and colour of the sealer coat applied to the ship match those specified in the request for survey, and that the existing anti-fouling system has been covered with that sealer coat. Additionally the provisions described in paragraph 5.1 apply.
- .5 An existing anti-fouling system controlled under annex 1 of the Convention:
  - .1 applied on/after 1 January 2003 or a later date if specified by the Administration, should be removed according to subparagraph 5.2.3;
  - .2 applied before 1 January 2003 or a later date if specified by the Administration, should be removed or covered by a sealer coat according to subparagraph 5.2.4.
- .6 The survey should include the tasks as listed in paragraph 2 of Appendix II to these Guidelines.

5.3 **Surveys of existing ships requesting only an International Anti-fouling System Certificate**

- .1 If the existing anti-fouling system is declared not to be controlled under annex 1 of the Convention, a verification should be carried out to confirm that the anti-fouling system complies with the requirements of the Convention. This verification may be based on sampling and/or testing and/or reliable documentation, as deemed necessary based on experience gained and the existing circumstances. Such documentation could be MSDSs or similar, a declaration of compliance from the anti-fouling system manufacturer, invoices from the shipyard and/or the anti-fouling system manufacturer. If this information raises no reasonable doubt that the system applied is compliant with annex 1 of the Convention, the International Anti-fouling System Certificate may be issued on this basis.

**6 Issuing or endorsing the International Anti-fouling System Certificate**

- 6.1 The International Anti-fouling System Certificate along with the Record of Anti-fouling Systems should be:
- .1 issued upon satisfactory completion of the initial survey;
  - .2 issued upon acceptance of another Party's International Anti-fouling System Certificate; or
  - .3 endorsed upon satisfactory completion of a survey for change or replacement of an anti-fouling system.

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Appendix I

*Guidance for compliant anti-fouling systems*

For the purpose of compliance with annex 1 of the Convention, small quantities of organotin compounds acting as a chemical catalyst (such as mono- and di- substituted organotin compounds) are allowed, provided that they are present at a level which does not provide a biocidal effect to the coating. On a practical level, when used as a catalyst, an organotin compound should not be present above 2,500 mg total tin per kilogram of dry paint.

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Appendix II

*Guidance for surveys under the International Convention on the Control of Harmful  
Anti-fouling Systems on Ships (AFS 2001)*

- (FI) 1 Initial survey** (AFS 2001, annex 4, regulation 1(1)(a))
- (FI) 1.1 confirming that a Declaration and supporting information from the anti-fouling system manufacturer, specifying that the anti-fouling system and, where applicable, the sealer coat intended to be applied to the ship are in compliance with the requirements of the Convention, is provided (AFS 2001);
- (FI) 1.2 verifying that the relevant containers of the anti-fouling system show same data as the supporting information (AFS 2001);
- (FI) 1.3 confirming that the existing anti-fouling system, controlled under annex 1 of the Convention has been removed or that a sealer coat has been applied (AFS 2001);
- (FI) 1.4 verifying, where applicable, that the relevant containers of the sealer coat applied show same data as the supporting information (AFS 2001);
- (FI) 1.5 where supporting information from the anti-fouling system manufacturer is not available or does not provide sufficient information, sampling or testing or other checks conducted on site, of the anti-fouling system;
- (FI) 1.6 for ship of 24 m or more in length but less than 400 GT and engaged in international voyages, confirming that the owner or owner's authorized agent has completed a Declaration on Anti-fouling System (AFS 2001).
- (FR) 2 Surveys when anti-fouling systems are changed or replaced** (AFS 2001, annex 4, regulation 1(1)(b))
- (FR) 2.1 confirming that a Declaration and supporting information from the anti-fouling system manufacturer, specifying that the anti-fouling system and, where applicable, the sealer coat intended to be applied to the ship are in compliance with the requirements of the Convention, is provided (AFS 2001);
- (FR) 2.2 verifying that the relevant containers of the anti-fouling system show same data as the supporting information (AFS 2001);
- (FR) 2.3 confirming that the existing anti-fouling system, controlled under annex 1 of the Convention has been removed or that a sealer coat has been applied (AFS 2001);
- (FR) 2.4 verifying, where applicable, that the relevant containers of the sealer coat applied show same data as the supporting information (AFS 2001);
- (FR) 2.5 for ship of 24 m or more in length but less than 400 GT, confirming that the owner or owner's authorized agent has completed a Declaration on Anti-fouling System (AFS 2001);
- (FR) 2.6 endorsement of the Record of Anti-fouling Systems.

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