

CCS

Circular

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To relevant business departments of CCS Headquarters, plan approval centers, branches (offices) including CCS surveyors and auditors, shipbuilders, design units, shipowners and ship management companies

Notice on the implementation of Resolution MEPC.195(61), CCS "2011 GUIDELINES FOR SURVEY OF ANTI-FOULING SYSTEMS ON SHIPS"

The International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (hereinafter referred to as "the AFS Convention") was entered into force from 17 September 2008, this Society issued TM302 Circular, namely the Notice on the implementation of the AFS Convention, and the relevant requirements were described therein.

The Marine Environment Protection Committee of IMO, approved the RESOLUTION MEPC.195(61) – 2010 GUIDELINES FOR SURVEY AND CERTIFICATION OF ANTI-FOULING SYSTEMS ON SHIPS on 1 October 2010, which superseded MEPC.102(48). Consequently, CCS developed the "2011 GUIDELINES FOR SURVEY OF ANTI-FOULING SYSTEMS ON SHIPS" (hereinafter referred to as "CCS 11 Guidelines", released and replaced the previous version), which apply to all CCS classed ships. When CCS issues the Certificates or the Statement of Compliance, this Society will implement

MEPC.195(61) and "CCS 11 Guidelines" in due time unless the special requirements instructed by the Flag States, CCS TM302 Circular will be replaced by this Circular.

Related documents are attached therein with key points summarized as below for any interested party to be taken into account and apply:

Compared with the superseded Resolution MEPC.102(48), the following requirements are added or amended in Resolution MEPC.195(61):

The timing and control measures for the anti-fouling system containing organotin compounds according to annex 1 of the AFS Convention;

confirming requirements for ships of 24 m or more in length but less than 400 GT and engaged in international voyages;

exemption for using of organotin compound provided that it's not present above 2,500 mg total tin per kilogram of dry paint when it's used as a catalyst;

amending the prerequisites of sampling or testing of the anti-fouling system.

Besides amendments made based on the requirements stipulated in Resolution MEPC.195(61), the following requirements are added or amended in "CCS 11 Guidelines":

Specifying the control date and correspond measures for the anti-fouling system applied to the ships before the AFS Convention enters into force;

adding the Certificate format for ships entitled to fly Chinese flag; clarification the scope of survey and certification for ships;

a new verification means for the existing anti-fouling system which is declared not to be controlled under annex 1 of the AFS Convention;

amendment the additional survey when the anti-fouling system is changed or replaced under the repair condition.

For more detailed requirements, please see the Instructions to Surveyors, Technical Notice (internal use). CCS auditors need to pay attention during the audit.

Annex: MEPC.195 (61) - 2010 GUIDELINES FOR SURVEY AND CERTIFICATION OF ANTI-FOULING SYSTEMS ON SHIPS (English version) / (Chinese version)

Please feel free to contact Technical Management Department of CCS for any inquiry. E-mail: rt@ccs.org.cn

This Circular is available on www.ccs.org.cn and forwarded by each branch to relevant shipbuilders, design units, shipowners and ship management companies within its business area.

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 newbuilding 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.

* 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.

* * *

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.

* * *

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.

MEPC.195(61)决议
(2010 年 10 月 1 日通过)

2010 年船舶防污底系统检验和发证指南

海上环境保护委员会，

忆及国际海事组织公约第 38(a)条关于防止和控制海洋污染的国际公约授予海上环境保护委员会的职能，

还忆及 2001 年 10 月召开的 2001 年国际控制船舶有害防污底系统会议通过的 2001 年国际控制船舶有害防污底系统公约(AFS 公约)以及会议的四个决议，

注意到 AFS 公约第 10 条规定，船舶应按本公约附则 4 的要求进行检验和发证，

还注意到 AFS 公约附则 4 第 1(4)(a)条提及本组织应制定的指南，会议决议 2 敦促本组织作为一项紧急事宜制定该指南以在公约生效前通过该指南，

进一步注意到在 2002 年 10 月 11 日以 MEPC.102(48)决议通过的船舶防污底系统检验和发证指南，

认识到有必要修订 2002 年指南，

审议了船旗国履约分委会在其第 18 次会议上编制的船舶防污底系统检验和发证指南的修订文本，

1. 通过 2010 年船舶防污底系统检验和发证指南，其文本载于本决议附件；
2. 提请各国政府使用该 2010 年指南；
3. 建议定期审议本指南；和
4. 废除 MEPC.102(48)决议。

附件
2010 年船舶防污底系统检验和发证指南

1 通则

1.1 2001 年国际控制船舶有害防污底系统公约（以下简称“本公约”）第 10 条规定，船舶应按本公约附则 4 的规定进行检验和发证。本文件的目的是提供本公约附则 4 第 1(4)(a)条中提及的船舶防污底系统检验和发证指南（以下简称“本指南”）。本指南将协助各主管机关和认可的组织统一应用本公约的规定，并协助公司、船厂、防污底系统生产商和其他相关方了解检验以及证书签发和签署的过程。

1.2 本指南为确保船舶防污底系统符合本公约的规定提供检验程序，并为“国际防污底系统证书”的签发和签署提供必要的程序。本附件附录 I 对符合防污底系统提出指导。

1.3 本指南按本公约附则 4 第 1(1)条的规定，适用于 400 总吨及以上、从事国际航行的船舶的检验，但不包括固定或浮动平台、浮动储存装置(FSU)和浮式生产储存和卸货装置(FPSO)。

1.4 本指南所述的检验活动的唯一目的是验证符合本公约的规定。因此，这类检验与本公约未规定的任何方面无关，即使这些方面与船体的防污底系统的性能有关，包括在应用过程中的工艺质量。

1.5 如果制定新的检验方法，或如果禁止和/或限制使用某一防污底系统，或根据所获得的经验，本指南在将来可能有必要进行修订。

2 定义

就本指南而言，

2.1 “主管机关”系指船舶在其管辖下进行营运的国家政府。对于悬挂某一国家国旗的船舶，主管机关即指该国政府。对在沿海国行使自然资源勘探和开发主权的海岸附近水域从事海床和底土勘探和开发的固定或浮动平台，主管机关即指相关沿海国政府。

2.2 “防污底系统”系指船上使用的用于控制或防止不利生物附着的涂层、油漆、表面处理、表面或装置。

2.3 “公司”系指船舶所有人或任何其他组织或个人，例如管理者或光船承租人，其已从船舶所有人处接受船舶营运的责任，并在接受责任时，已同意承担国际安全管理(ISM)规则规定的所有责任和义务。

2.4 “总吨位”系指按《1969 年国际吨位丈量公约》附则 1 或任何后继公约中的吨位丈量规定计算的总吨位。

2.5 “国际航行”系指悬挂某一国家国旗的船舶从或至另一国管辖的港口、船厂或海上中转站的航行。

2.6 “长度”系指经 1988 年议定书修订的《1966 年国际载重线公约》或任何后继公约中定义的船舶长度。

2.7 “船舶”系指在海洋环境中营运的任何类型的船舶，包括水翼艇、气垫船、潜水艇、水上艇筏、固定或浮动平台、浮式储存装置(FSU)以及浮式生产储存和卸货装置(FPSO)。

3 检验的一般要求

3.1 在船舶投入营运且本公约附则 4 第 2 或 3 条要求的“国际防污底系统证书”首次签发之前，应进行覆盖至少本指南附录 II 中 1 要求的范围的初次检验。

3.2 任何时候防污底系统有改变或更换，均应进行检验。这种检验应覆盖本指南附录 II 第 2 条的范围。

- 3.3 经主管机关确定，影响船舶防污底系统的重大改装可视为新建造船舶。
- 3.4 修理项目一般不要求进行检验。但是，影响到大约 25%或以上的防污底系统的修理应视作防污底系统的改变或更换。
- 3.5 对需修理的受本公约附则 1 控制的不合格防污底系统，必须予以修理或用合格的防污底系统予以更换。

4 检验申请

4.1 在进行任何检验之前，公司应向主管机关或认可的组织提交一份检验申请，同时提交“国际防污底系统证书”中要求的下列船舶数据：

- .1 船名
- .2 船舶编号或呼号
- .3 船籍港
- .4 总吨位
- .5 IMO 编号。

4.2 检验申请应附有防污底系统生产商的声明和支持性资料，确认施涂于或拟施涂于船舶的防污底系统符合本公约的要求（带有本公约所述的标识）。该证明应提供包含在防污底系统记录中的下列资料，并可在本公约附则 4 附录 1 中找到：

- .1 防污底系统的类型*
- .2 防污底系统生产商的名称
- .3 防污底系统的名称和颜色
- .4 活性成分及其化学提取服务登记号（CAS 号）。

验船师要求的关于产品符合本公约的资料应在防污底系统生产商的声明中找到，该声明可贴在防污底系统的容器上和/或编入支持性文件（例如材料安全数据单(MSDS)或类似文件）中。支持性文件和相关容器之间应存在一种关联。

5 执行检验

5.1 初次检验（按本公约附则 4 第 1(1)(a)条进行检验）

- .1 初次检验应验证符合本公约的所有适用要求。
- .2 作为检验的一部分，应验证与检验申请一起提交的文件所述的防污底系统是否符合本公约。检验应包括验证所用的防污底系统与检验申请所述的系统是否一致。
- .3 考虑到所获得的经验和当前情况，初次检验应包括本指南附录 II 的 1 中所列的任务。
- .4 5.1.2 中提出的验证任务，只要认为有必要验证符合性，应在防污底系统施涂于船舶之前，在施涂期间或之后的任何时候执行。任何检查或试验都不得影响防污底系统的完整性、结构或效用。

5.2 防污底系统改变或更换时的检验（按本公约附则 4 第 1(1)(b)条进行检验）

- .1 如果现有防污底系统经“国际防污底系统证书”确认不受本公约附则 1 的控制，5.1 中所述的规定应适用。
- .2 如果现有防污底系统表明不受本公约附则 1 的控制，又未得到“国际防污底系统证书”的证实，应进行验证以确认该防污底系统符合本公约的要求。根据所获得的经验和现行环境，在认为必要时，该验证可用取样和/或试验和/或可靠的文件作为依据。验证文件可以是，例如 MSDS 或类似文件，一份来自防污底系统生产商的符合证明，或来自船厂和/或防污底系统生产商的发票。为验证新的防污底系统，5.1

* 合适的举例可以是：“不含有有机锡的自抛光型”、“不含有有机锡的消蚀型”，“不含有有机锡的传统型”、“无杀虫剂硅型油漆，其他”。如果防污底系统不包含活性成分，应使用“无杀虫剂”字样。

中所述的规定应适用。

- .3 如果现有的防污底系统已被除去，除 5.1 所述的规定外，还应对除去情况进行验证。
 - .4 如果使用了密封涂层，应进行验证以确认船上使用的密封涂层的名称、类型和颜色与检验申请所述的一致，同时确认现有的防污底系统已被密封涂层覆盖。此外，5.1 中所述的规定应适用。
 - .5 受本公约附则 1 控制的现有防污底系统：
 - .1 在 2003 年 1 月 1 日及以后或其后主管机关规定的日期以后施涂，应按 5.2.3 予以除去；
 - .2 在 2003 年 1 月 1 日以前或其后主管机关规定的日期以前施涂，应予以除去或按 5.2.4 覆涂密封涂层。
 - .6 检验应包括本指南附录 II 的 2 中所列的任务。
- 5.3 对仅申请“国际防污底系统证书”的现有船舶的检验**
- .1 如果现有防污底系统表明不受本公约附则 1 的控制，应进行验证以确认该防污底系统符合本公约的要求。根据所获得的经验和现行环境，在必要时，该验证可用取样和/或试验和/或可靠的文件作为依据。文件可以是 MSDS 或类似文件，一份来自防污底系统生产商的符合证明，和来自船厂和/或防污底系统生产商的发票。如果未对该资料中所用的系统符合本公约附则 1 产生合理的疑问，“国际防污底系统证书”可据此签发。

6 签发或签署“国际防污底系统证书”

- 6.1 “国际防污底系统证书”连同“防污底系统记录”应：**
- .1 在初次检验合格后签发；
 - .2 在接受另一缔约国的“国际防污底系统证书”后签发；或
 - .3 在对防污底系统的改变或更换检验合格后予以签署。

附录 I

合格的防污底系统的指导

为符合本公约附则 1，如果有机锡化合物对涂层不产生杀虫作用，可允许少量起化学催化剂作用的有机锡化合物（例如单基和二基代有机锡化合物）存在。从实践看，如果作为催化剂使用，有机锡化合物在每千克干漆中的锡总含量不应超过 2,500 mg。

附录 II

按国际控制船舶有害防污底系统公约（2001 年 AFS 公约）检验的指导

(F1) 1 初次检验（2001 年 AFS 公约附则 4 第 1(1)(a)条）

- (F1) 1.1 确认提供来自防污底系统生产商的声明和支持性资料，指出拟施涂于船舶的防污底系统和密封涂层（如适用）符合本公约的要求（2001 年 AFS 公约）；
- (F1) 1.2 验证防污底系统的相关容器是否显示与支持性资料相同的数据（2001 年 AFS 公约）；
- (F1) 1.3 确认受本公约附则 1 控制的现有防污底系统已被除去或已施涂密封涂层（2001 年 AFS 公约）；
- (F1) 1.4 验证施涂的密封涂层的相关容器是否显示与支持性资料相同的数据（2001 年 AFS 公约）；
- (F1) 1.5 如果没有来自防污底系统生产商的支持性资料，或来自防污底系统生产商的支持性资料不提供足够的信息、防污底系统的取样或试验或现场进行的其他检查；
- (F1) 1.6 对于船长为 24 m 或以上但小于 400 总吨的从事国际航行的船舶，确认船东或船东授权的代理已完成防污底系统声明（2001 年 AFS 公约）。

(FR) 2 防污底系统改变或更换时的检验（2001 年 AFS 公约附则 4 第 1(1)(b)条）

- (FR) 2.1 确认提供来自防污底系统生产商的声明和支持性资料，指出拟施涂于船舶的防污底系统和密封涂层（如适用）符合本公约的要求（2001 年 AFS 公约）；
- (FR) 2.2 验证防污底系统的相关容器是否显示与支持性资料相同的数据（2001 年 AFS 公约）；
- (FR) 2.3 确认受本公约附则 1 控制的现有防污底系统已被除去或已施涂密封涂层（2001 年 AFS 公约）；
- (FR) 2.4 验证施涂的密封涂层的相关容器是否显示与支持性资料相同的数据（2001 年 AFS 公约）；
- (FR) 2.5 对于船长为 24 m 或以上但小于 400 总吨的船舶，确认船东或船东授权的代理已完成防污底系统声明（2001 年 AFS 公约）；
- (FR) 2.6 签署防污底系统记录。