CIRCULAR

Title:	Identification:	Revision:
ASBESTOS ON SEA-GOING SHIPS	**QC-T-265**	**2**

Key words:

asbestos, check, supervision

Prepared by:	Reviewed by:	Approved by:	Date effective:	Page:
TBv / N. Jurišić **Kr / A. Vidjak**	**Tr / M. Popović**	**D / Z. Zulim**	**2015-02-01**	**1 / 4**

Circular related to:	The following circular becomes invalid:
Rules for the classification of ships, Part 1 - General requirements Rules for technical supervision of sea-going ships, Part 20 - Protection at work and crew accommodation	**QC-T-265, rev. 1**

Application within CRS:

D	Uq	Ar/*AA*	AF	AO	Tr	TB	TS	TE	Kr/*KN*	KI	Fr/F	Cr/C
✓	✓				✓	✓	✓	✓	✓	✓	✓	✓

RI		PU	ML	ST	ZD	ŠI	KO	SK	ZG			RV
✓		✓	✓	✓	✓	✓	✓		✓			

Application outside CRS:

- Flag state administrations for which CRS is authorised to perform statutory surveys (QC-UA circular)
- Shipyards: Uljanik, 3. maj, Viktor Lenac, Brodotrogir, Brodosplit, Brodosplit-BSO, Radež, Odisej
- Equipment manufacturers

1. PURPOSE

This Circular should be applied only if the Flag State Administration has not provided CRS with written instructions to apply different interpretation of the particular item. In the case of discrepancy between such national requirements and those of the Circular, the former shall take precedence.

From 1 January 2011, any installation of asbestos containing materials (ACMs) on board ship (for definition of ship see Rules for the classification of ships, Part 1 - Chapter 2, section 2 is prohibited, excluding yachts. Furthermore, from 1 July 2012 for newbuildings, as well as for new installations of material/equipment on existing ships, compliance to asbestos-free requirement shall be documented.

Checking of material/equipment installed on existing ships in international navigation, built before entering into force of requirement to document asbestos-free compliance, shall comprise of:
- implementation of requested procedures throughout Company's ISM system; and/or
- check, and in the case of finding of asbestos corresponding supervision or removal;

what is applicable with regard of keel laying date.

Material/equipment installed on existing ships engaged on domestic voyages (ships not performing international voyages), built before entering into force of requirement to document asbestos-free compliance, shall be checked for containment of asbestos and in the case of finding of asbestos corresponding supervision or removal shall be performed.

2. REQUIREMENTS

2.1 Application

Prohibition of installation of ACMs on board ships, on and after 1 January 2011, applies to new ships and installation of new material/equipment on existing ships engaged on international voyages.

For existing ships engaged on domestic voyages, for which the keel was laid before 1 July 2002, there is no ban of asbestos, if it is not presenting health hazard for persons on board. Therefore, IMO MSC/Circ.1045 recommends checking if there is asbestos installed on board, and in case of finding asbestos on board prescribes that documentation for survey and maintenance of such material/equipment shall be provided for proceeding in accordance with that documentation.

For existing ships engaged on international voyages, for which the keel was laid between 1 July 2002 and 1 January 2011 and which are not allowed to have asbestos on board, except if exceptionally permitted cases according to SOLAS 74, Reg. II-1/3-5, when asbestos is detected on board in contravention of SOLAS Reg. II-1/3-5, action for asbestos removal should be taken.

The removal, which is to be assigned to professional asbestos removal companies, should take place within a time frame of 3 years from the date when the contravention is found and should be conducted in close consultation with and, where applicable, under the supervision of the Flag State concerned. In such cases, a suitable Exemption Certificate should be issued by the Flag State, as requested in IMO MSC.1/Circ.1374.

For ships engaged on domestic voyages in Flag State for which CRS has authorisation for statutory surveys (see relevant QC-UA circular), written Administration instruction applies.

2.2 Requirements for new ships

From 1 January 2011 any installation of materials/equipment that contains asbestos is prohibited for all ships without exceptions.

Furthermore, from 1 July 2012 for ships engaged on international voyages compliance to asbestos-free requirements shall be documented.

CRS shall review Shipyard's Declaration (see enclosure No. 1) and relevant documentation (manufacturers' Declarations, see enclosures No. 2a and 2b) for equipment listed in enclosure No. 5, in order to verify that there are no ACMs on board.

INTERNAL CRS OPERATIONAL REQUIREMENTS :

Upon end of newbuilding survey, K shall insert following MEM in ship's status list:
„Company shall ensure that all newly installed materials and equipment (due to reconstruction, repair, replacement, maintenance, etc.) do not contain asbestos; CRS will, during annual and/or occasional survey, review declaration (see QC-T-265 enclosure 4) that there is no newly installed materials and equipment that contain asbestos, and accompanying documentation (manufacturer's declarations, see QC-T-265 enclosure 2a and 2b) for the materials and equipment listed in enclosure 5."

Applicable Check lists for newbuilding surveys are updated with the requirement that asbestos containment should be checked.

2.3 Requirements for existing ships

2.3.1. Existing ships in international navigation for which keel were laid between 1 July 2002 and 1 January 2011 (with extension on ships that were under construction before 1 July 2012)

For existing ships, for which keel was laid between 1 July 2002 and 1 January 2011 (with extension to ships being under construction before 1 July 2012 due to un-prompt international application) CRS shall, during annual and/or occasional surveys, review the Declaration (see enclosure No. 4) to ascertain that there is no installation (due to conversion, repair, replacement, maintenance, etc.) of ACMs on or after 1 July 2012, as well as relevant accompanying documentation (manufacturer's Declarations, see enclosures No. 2a and 2b) for equipment listed in enclosure No. 5.

This does not preclude the stowage on board of materials which contain asbestos, and were stowed on board before 1 July 2012, but precludes installation of that materials.

The Company should make provisions, including documented procedures and nomination of a responsible person to control the maintenance and monitoring program for asbestos, in their Safety Management System (developed for compliance with the ISM Code) for the monitoring and maintenance of on board materials containing asbestos.

When asbestos is detected on board, in contravention of SOLAS Reg. II-1/3-5, action should be taken to have it removed. The removal, which is to be assigned to professional asbestos removal companies within a time frame of 3 years from the date when the contravention is found. Additionally, it should be conducted in close consultation with and, where applicable, under the supervision of the Flag State concerned. In such cases, a suitable Exemption Certificate should be issued by the Flag State, as requested in IMO MSC.1/Circ.1374.

INTERNAL CRS OPERATIONAL REQUIREMENTS:

For ships in international navigation F shall insert following MEMs in ship's status list:

1. „Safety Management System must ensure procedures for monitoring of purchase and installation, on or after 1 July 2012, of materials and equipment on board (due to repairs, replacement, maintenance, conversion or similar) in order to ensure that they do not contain asbestos."

2. „Company shall ensure that all newly installed materials and equipment (due to reconstruction, repair, replacement, maintenance, etc.) do not contain asbestos; CRS will, during annual and/or occasional survey, review declaration (see QC-T-265 enclosure 4) that there is no newly installed materials and equipment that contain asbestos, and accompanying documentation (manufacturer's declarations, see QC-T-265 enclosure 2a and 2b) for the materials and equipment listed in enclosure 5."

2.3.2 Existing ships in international navigation for which keel was laid before 1 July 2002

For existing ships, for which keel were laid before 1 July 2002, there is no ban of asbestos, if it is not presenting for health hazard for persons on board. Therefore IMO in MSC/Circ.1045 recommends checking if there is asbestos installed on board, and in case of finding asbestos on board prescribes that documentation for survey and maintenance of such material/equipment shall be provided for proceeding in accordance with that documentation.

The Company should implement monitoring and maintenance of ACMs on board through its ISM system (developed for compliance with the ISM Code), including documented procedures and the nomination of a responsible person to control the maintenance and monitoring program for asbestos.

The Company should have an initial ship inspection performed by a qualified professional to investigate the possible presence of asbestos-containing materials on board the ship and, if any are identified, to locate them and assess their condition. The inspection should serve as the basis for establishing an effective monitoring and maintenance programme for dealing with the asbestos in the ship which shall be included in document „Program of asbestos monitoring and maintenance" in accordance with IMO MSC/Circ.1045, for proceeding in accordance with that document.

For materials/equipment installed on or after 1 July 2012 CRS shall, during annual and/or occasional surveys, review the Declaration (see enclosure No. 4) to ascertain that there is no installation (due to conversion, repair, replacement, maintenance, etc.) of ACMs, as well as relevant accompanying documentation (manufacturer's Declarations, see enclosures No. 2a and 2b) for equipment listed in enclosure No. 5 in order to verify that there is no ACMs on board.

This does not preclude the stowage on board of material which contains asbestos, and were stowed on board before 1 July 2012, but precludes installation of that materials.

INTERNAL CRS OPERATIONAL REQUIREMENTS:

For ships in international navigation F shall insert following MEMs in ship's status list:

1. „Safety Management System must ensure procedures for monitoring of purchase and installation, on or after 1 July 2012, of materials and equipment on board (due to repairs, replacement, maintenance, conversion or similar) in order to ensure that they do not contain asbestos."

2. „Company shall ensure that all newly installed materials and equipment (due to conversion, repair, replacement, maintenance, etc.) do not contain asbestos; CRS will, during annual and/or occasional survey, review declaration (see QC-T-265 enclosure 4) that there is no newly installed materials and equipment that contain asbestos, and accompanying documentation (manufacturer's declarations, see QC-T-265 enclosure 2a and 2b) for the materials and equipment listed in enclosure 5."

3. „Company shall perform initial ship inspection in order to determine whether asbestos containing materials are contained on board. If asbestos-containing material is located, a maintenance and monitoring programme shall be developed for that ship, in accordance with IMO MSC/Circ.1045."

2.3.3 Existing ships in national navigation

Flag State Administration written instruction applies.

2.3.4 Existing ships in initial survey due to transfer of flag

Receiving Flag State Administration written instruction applies.

2.4 Requirements for equipment

Type Approval Certificates and MED Certificates for equipment listed in enclosure No. 5 to be issued only if there is „asbestos free“ declaration (see enclosure No. 2) or equivalent. The same applies for issuance of Certificates of product survey.

3. ENCLOSURES

1 Declaration of conformity - Asbestos Free Construction

2 Supplier's Material Declaration - Asbestos (2a and 2 b)

3 Types of asbestos

4 Declaration - Non use of materials containing asbestos

5 List of equipment for which asbestos-free declaration is requested

6 MSC/Circ.1045

7 MSC.1/Circ.1374

Declaration of Conformity

Asbestos Free Construction in accordance with SOLAS Regulation II-I/3-5

This is to declare that;

Shipyard

has constructed the following ship in accordance with SOLAS Regulation II-1/3-5 and that therefore the ship does not contain asbestos:

Name of Ship:
Distinctive number or letters:
Port of Registry:
IMO Number:
Hull Construction Number:
Date on which keel was laid or ship was at a similar stage of construction:
Date of delivery:

This Declaration is based upon the following Requirements and procedures of the shipyard

SOLAS Regulation II-I/3-5, New Installation of Asbestos
IMO MSC.1/Circ.1379
ISO 9001
ISO 30007
IMO MSC.1/Circ.1426
Other shipyard relevant internal procedures (to be listed):

Place and date; Shipyard's representative (Name, position, title).

_____

Supplier's Material Declaration

- Asbestos -

Ref.: _____

Hereby declares that asbestos is not contained the following product(s)
* manufactured on or after dd/mm/yy
* delivered on dd/mm/yy
including spare parts and supplies.
*: as delete appropriately

Company name: _____

Product(s)/Type name;

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

_____ _____
(Place of issue) (Date of issue)

_____ _____
(Name, function) (Signature)

Supplier's Material Declaration

- Asbestos -

Ref.: _____

Company name: _____

Hereby declares that our products have not contained asbestos after dd/mm/yy of the delivery/production date.

_____ _____

(Place of issue) (Date of issue)

_____ _____

(Name, function) (Signature)

Types of asbestos

Material Category	Substances	CAS Numbers
Asbestos	Asbestos	1332-21-4
	Actinolite	77536-66-4
	Amosite (Grunerite)	12172-73-5
	Anthophyllite	77536-67-5
	Chrysotile	12001-29-5
	Crocidolite	12001-28-4
	Tremolite	77536-68-6

Declaration

- Non-use of materials containing asbestos -

Name of ship:
Call sign:
Port of registry:
CRS No.:
IMO No.:

It is hereby declared
that there was no new installation on board subject ship of materials/equipment containing asbestos in period from ……..
(date of last survey, docking, repair, last declaration or similar, as applicable)

to …….. .

Attached is, as integral part of this Declaration, List of materials/equipment that are installed on board during subject period	☐ YES ☐ NO[1)]

1) Mark NO only if there was no installation of any materials/equipment during subject period

Supplier's Material Declarations (asbestos free) are enclosed to attached List of materials/equipment	☐ YES[2)] ☐ NOT[3)] APPLICABLE

2) For materials/equipment specified in list in Enclosure No.5 to CRS Circular QC-T-265 Rev.2

3) Mark NOT APPLIBABLE only: - if there was no installation of any materials/equipment during subject period; or
- if all installed materials/equipment are outside of scope covered by list in Enclosure No.5 to CRS Circular QC-T-265 Rev.2

Place and date: ……

Responsible person*: …… ……
(name and position) (signature and stamp)

* Responsible person could be: master, chief engineer, representative of the shipping company, representative of the repair yard or similar

List of equipment for which asbestos-free declaration is requested

Structure and/or equipment	Component
Propeller shafting	Packing with low pressure hydraulic piping flange Packing with casing Clutch Brake lining Synthetic stern tubes
Diesel engine	Packing with piping flange Lagging material for fuel pipe Lagging material for exhaust pipe Lagging material turbocharger
Turbine engine	Lagging material for casing Packing with flange of piping and valve for steam line, exhaust line and drain line Lagging material for piping and valve of steam line, exhaust line and drain line
Boiler	Insulation in combustion chamber Packing for casing door Lagging material for exhaust pipe Gasket for manhole Gasket for hand hole Gas shield packing for soot blower and other hole Packing with flange of piping and valve for steam line, exhaust line, fuel line and drain line Lagging material for piping and valve of steam line, exhaust line, fuel line and drain line
Exhaust gas economizer	Packing for casing door Packing with manhole Packing with hand hole Gas shield packing for soot blower Packing with flange of piping and valve for steam line, exhaust line, fuel line and drain line Lagging material for piping and valve of steam line, exhaust line, fuel line and drain line
Incinerator	Packing for casing door Packing with manhole Packing with hand hole Lagging material for exhaust pipe
Auxiliary machinery (pump, compressor, oil purifier, crane)	Packing for casing door and valve Gland packing Brake lining
Heat exchanger	Packing with casing Gland packing for valve Lagging material and insulation
Valve	Gland packing with valve, sheet packing with piping flange Gasket with flange of high pressure and/or high temperature
Pipe, duct	Lagging material and insulation
Tank (fuel tank, hot water, tank, condenser), other equipments (fuel strainer, lubricant oil strainer)	Lagging material and insulation
Electric equipment	Insulation material
Ceiling, floor and wall in accommodation area	Ceiling, floor, wall
Fire door	Packing, construction and insulation of the fire door
Inert gas system	Packing for casing, etc.
Air-conditioning system	Sheet packing, lagging material for piping and flexible joint
Miscellaneous	Ropes Thermal insulating materials Fire shields/fire proofing Space/duct insulation Electrical cable materials Brake linings Floor tiles/deck underlay Steam/water/vent flange gaskets Adhesives/mastics/fillers Sound damping Moulded plastic products Sealing putty Shaft/valve packing Electrical bulkhead penetration packing Circuit breaker arc chutes Pipe hanger inserts Weld shop protectors/burn covers Fire-fighting blankets/clothing/equipment Concrete ballast

Note: The above list is taken from resolution MEPC.197(62), appendix 5, paragraph 2.2.2.1.

INTERNATIONAL MARITIME ORGANIZATION
4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: 020 7735 7611
Fax: 020 7587 3210
Telex: 23588 IMOLDN G

IMO

E

Ref. T3/1.02

MSC/Circ.1045
28 May 2002

GUIDELINES FOR MAINTENANCE AND MONITORING OF ON-BOARD MATERIALS CONTAINING ASBESTOS

1 The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), approved Guidelines for maintenance and monitoring of on-board materials containing asbestos, as set out in the annex.

2 The guidelines are intended to provide guidance to Administrations, companies, seafarers and others closely involved with the operation of ships on how to deal with asbestos on board ships in service, with the principal objective of minimising exposure to asbestos fibres of passengers, crew, riding crews, maintenance personnel in port, etc., while the ship is in service.

3 Member Governments are invited to use the annexed Guidelines when dealing with asbestos on board ships in service. Member Governments are also invited to bring the Guidelines to the attention of all parties concerned, in particular companies, seafarers, ship operators and ship repairers.

***

ANNEX

GUIDELINES FOR MAINTENANCE AND MONITORING OF ON-BOARD MATERIALS CONTAINING ASBESTOS

1 Introduction

1.1 These Guidelines aim at providing guidance to Administrations, companies as defined in SOLAS regulation IX/1, seafarers and others closely involved with the operation of ships on how to deal with asbestos on board ships in service.

1.2 They do not intend to address other aspects of asbestos that are already covered by the work of other international organizations (contact details of the International Labour Office (ILO) and the World Health Organization (WHO) are indicated in annex 2).

2 Scope of application

2.1 These Guidelines do not apply to ships which have asbestos aboard as allowed by SOLAS regulations II-1/3-5.2.1, 3-5.2.2 and 3-5.2.3.

2.2 The purpose of the Guidelines is to set up a maintenance and monitoring programme with the principal objective of minimising exposure to asbestos fibres of anyone on board (passengers, crew, riding crews, maintenance personnel in port) while the ship is "in service" (i.e., as opposed to when the ship is in a repair or dry-dock status with minimal crew members or only shore-side personnel on board).

2.3 The present Guidelines address the following three situations:

.1 general exposure of crew/passengers to asbestos which may be present on the ship;

.2 more direct exposure of crew members working in areas where there is reasonable likelihood that asbestos is – or asbestos fibres are – present; and

.3 specific exposure of crewmembers and other workers when they are maintaining or repairing equipment or systems known to contain asbestos-based insulated materials.

2.4 Planned repairs or removal of such materials should be carried out by specialist personnel and not normally by crew. In cases where the crew is involved in urgent repair work at sea, special measures should be observed as listed in annex 1. Procedures should be developed for the safe retention of any waste asbestos on board the ship before it can be transferred and disposed of ashore.

2.5 The provisions of these Guidelines do not apply to any warship, naval auxiliary or other ships owned or operated by a State and used, for the time being, only on government non-commercial service. However, each State should ensure, through the adoption of appropriate measures not impairing operations or operational capabilities of such ships owned or operated by it, that such ships act in a manner consistent, so far as is reasonable and practicable, with these Guidelines.

3 General provision

The Company should make provisions, including the nomination of a responsible person to control the maintenance and monitoring program for asbestos, in their Safety Management System (developed for compliance with the ISM Code) for the maintenance and monitoring of on board materials containing asbestos in line with the provisions of the present Guidelines.

4 Inventory and condition assessment of asbestos-containing materials

4.1 The Company should have an initial ship inspection performed by a qualified professional to investigate the possible presence of asbestos-containing materials on board the ship and, if any are identified, to locate them and assess their condition. The inspection should serve as the basis for establishing an effective maintenance and monitoring programme for dealing with the asbestos in the ship.

4.2 In the case of flake coatings, lagging or false ceilings containing asbestos, their condition should be assessed by completing the evaluation checklist shown in appendix 1 to annex 1, which takes into account, in particular, the accessibility of the materials and products, their degree of degradation, their exposure to shocks and vibration and the presence of air currents in the area. Air sampling of dust measurement may be used as one tool to help provide a more complete assessment of the ambient conditions on board. The evaluation form contained in appendix 2 to annex 1 should be used to make the diagnosis on the state of conservation of these materials.

5 Maintenance and monitoring programme

5.1 If asbestos-containing material is located, a maintenance and monitoring programme should be developed for that ship, based on the inspection and assessment data. The programme should be implemented and managed conscientiously and include the elements contained in annex 1.

5.2 In the case of flake coatings, lagging or false ceilings containing asbestos, depending on the diagnosis as described in paragraph 4.2, the company should establish appropriate thresholds and timescales for undertaking any necessary repairs or abatement, taking into account any national regulations.

6 Abatement actions, planned repair and removal of asbestos-containing materials

6.1 Abatement actions should be selected and implemented when necessary. In some instances, due to the condition of asbestos-containing materials or upcoming ship repairs or modifications, a Company may decide to take other abatement actions to deal with asbestos-containing materials in the ship. These response actions could include: encapsulation (covering the asbestos-containing materials with a sealant to prevent fibre release), enclosure (placing an air-tight barrier around the asbestos-containing materials), encasement (covering the asbestos-containing materials with a hard-setting sealing material) or repair or removal of the asbestos-containing materials. Qualified, trained and experienced contractors should be used for any of these actions. The Company should be aware of any national and local regulations that pertain to abatement actions to deal with asbestos-containing materials.

6.2 In the event of works requiring the removal of asbestos-containing materials, they should be unloaded from the ship. On completion of the work, and before any restoration of the spaces, the Company should carry out dust measurement after dismantling the enclosing mechanism. If the work does not result in the total removal of the materials and products listed in this order, the Company should carry out regular surveillance of the asbestos-containing materials at intervals identified by the Company as being appropriate, but not exceeding 3 years.

ANNEX 1

MAINTENANCE AND MONITORING PROGRAMME

A successful maintenance and monitoring programme should include the following elements.

1 Notification

A programme through which all those affected will be informed where asbestos-containing material is located, and how and why to avoid disturbing the asbestos-containing material.

2 Surveillance

Regular surveillance of asbestos-containing material to note, assess and document any changes in the condition of the asbestos-containing material.

3 Controls

The maintenance and monitoring programme should include a system to control all work that could disturb asbestos-containing material.

4 Work practices

A maintenance and monitoring programme should focus on a special set of work practices. The nature and extent of any special work practices should be tailored to the likelihood that the asbestos-containing material will be disturbed and that fibres will be released. In general, four broad categories of work practices are recognised:

.1 protection programmes to ensure crew members are adequately protected from asbestos exposure during normal maintenance;

.2 basic operations and maintenance procedures to minimise and/or contain asbestos fibres;

.3 special operations and maintenance cleaning techniques to clean up asbestos fibres on a routine basis; and

.4 procedures for use during incidents of asbestos fibre release episodes to minimise the spread throughout the ship.

In the latter case, the procedures to be followed will vary according to the site of the major release episode, the amount of asbestos-containing material affected, the extent of fibre release from the asbestos-containing material, the relationship of the asbestos-containing material to the air handling systems, and whether the release site is accessible to passengers and crew.

5 Record keeping

All ship asbestos management documents should be stored in permanent files. In addition, for crew members engaged in asbestos-related work there may be national regulations that require employers to retain medical records, health records and personal air sampling records for each crew member, and provision should be made to comply with such regulations.

6 Training

Training of maintenance personnel is one of the keys to a successful maintenance and monitoring programme. Inadequate training of personnel may result in asbestos operations and maintenance tasks not being performed properly, possibly leading to higher than necessary levels of asbestos fibres in the air and an increased risk being faced by crew members and passengers. The level of training may vary from:

.1 awareness training for personnel involved in activities where asbestos-containing materials may be accidentally disturbed;

.2 special operations and maintenance training for personnel involved in general maintenance and incidental repair tasks involving asbestos-containing material; and

.3 abatement worker training for workers who may conduct asbestos abatement. This level of work should not normally be expected of ship's crew members.

Appendix 1

EVALUATION CHECKLIST
where asbestos is present in flake coatings, lagging or false ceilings
(to be completed for each compartment)

Name of ship	
Date of check	
Compartment	
Stated destination of compartment	

Depending on diagnosis (see Appendix 2)	
1	Periodic check of state of conservation of materials
2	Monitoring of dust levels
3	Works

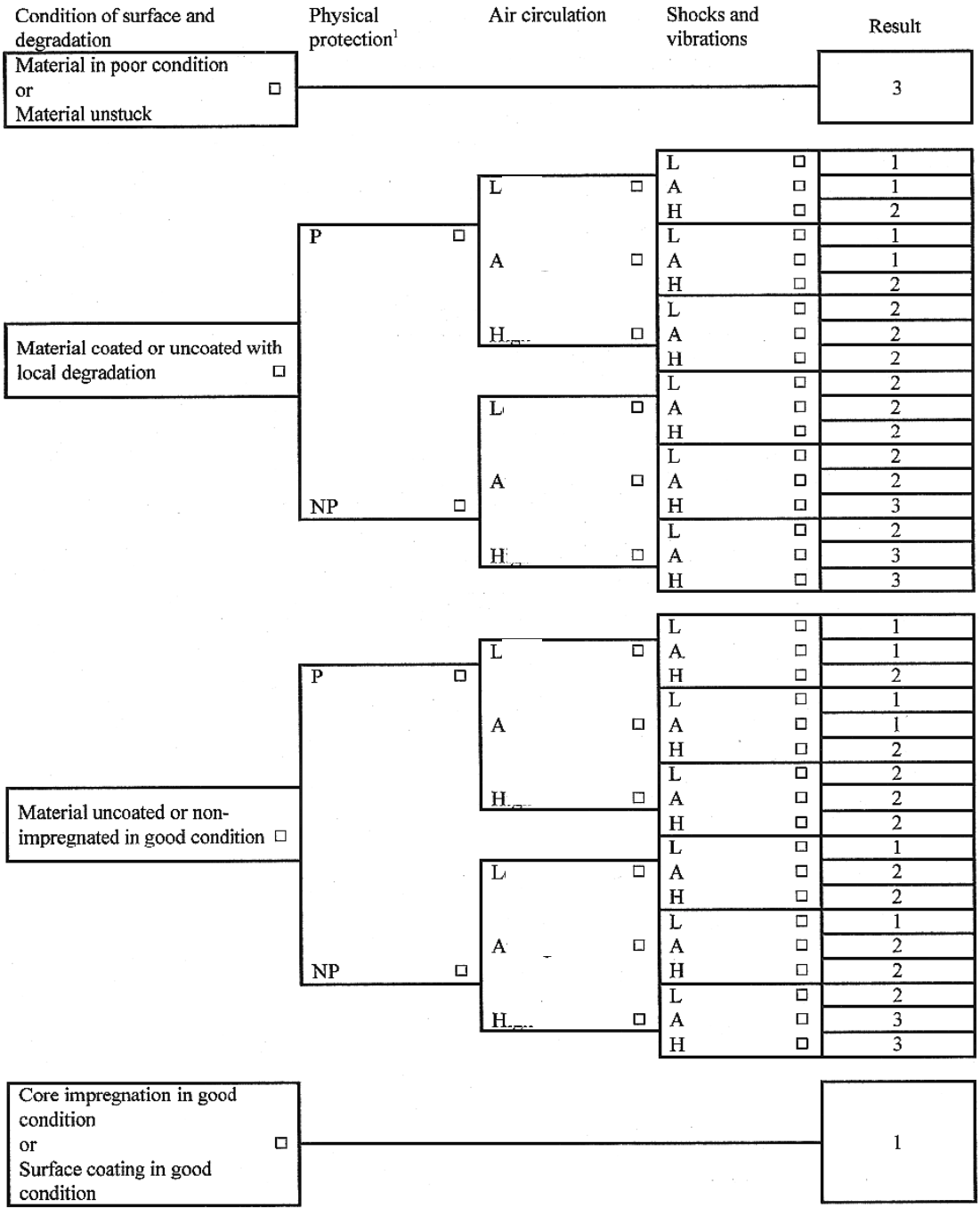
Characteristics of protection		
Watertight	☐	1
Non-watertight	☐	As indicated in Appendix 2

TABLE OF CRITERIA USED IN THE DIAGNOSTIC CHECKLIST

FLAKE COATINGS	**LAGGING**	**FALSE CEILINGS**
Condition of surface and degradation Material in poor condition or material unstuck Material coated or uncoated with local degradation Material uncoated non-impregnated in good condition Core impregnation in good condition or surface coating in good condition	**State of degradation** Lagging in poor condition Lagging with local degradation Lagging in good condition	**Condition of surface and degradation** Product in poor condition Product with local degradation Product in good condition
Reported protection of the material Physical protection non-watertight No physical protection		
Exposure of product to air current (including, depending on the situation plenum, false ceiling, etc.) Low Average High		
Exposure of product to shocks and vibrations Low Average High		

Appendix 2

EVALUATION OF THE STATE OF CONSERVATION OF FLAKE COATINGS, LAGGING OR FALSE CEILINGS



P: Physical protection non-watertight
NP: No physical protection
L: Low
A: Average
H: High

[1]Column not applicable for false ceilings

ANNEX 2

CONTACT DETAILS OF INTERNATIONAL ORGANIZATIONS WHICH HAVE ADDRESSED ASBESTOS-RELATED ISSUES

International Labour Office (ILO)

Address:	4, route des Morillons CH-1211 Geneva 22 Switzerland
Tel:	+ 41 22 799 6111
Fax:	+ 41 22 798 8685
Website:	www.ilo.org

World Health Organization (WHO)

Address:	Avenue Appia 20 CH – 1211 Geneva 27 Switzerland
Tel:	+ 41 22 791 2111
Fax:	+ 41 22 791 3111
Website:	www.who.org

INTERNATIONAL MARITIME ORGANIZATION

E

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

Ref. T1/2.04

MSC.1/Circ.1374
3 December 2010

INFORMATION ON PROHIBITING THE USE OF ASBESTOS ON BOARD SHIPS

1 The Maritime Safety Committee, at its eighty-eighth session (24 November to 3 December 2010), approved information on prohibiting the use of asbestos on board ships, as set out in the annex, with the aim of raising awareness about the dangers involved among parties concerned.

2 Member Governments, in their capacity as flag, port or coastal States, as well as international organizations concerned, are invited to note the information provided herein and bring it to the attention of all parties concerned (including maritime Administrations, recognized organizations, port authorities, shipbuilders and ship repairers, and equipment suppliers), requesting them to make use of it as it may be deemed appropriate.

***

ANNEX

INFORMATION ON PROHIBITING THE USE OF ASBESTOS ON BOARD SHIPS

Introduction

1 Since 1 July 2002, the installation of materials that contain asbestos has, under SOLAS regulation II-1/3-5, been prohibited for all ships, except for some vanes, joints and insulation. From 1 January 2011, any installation of materials that contain asbestos will, under SOLAS regulation II-1/3-5, be prohibited, for all ships without exceptions.

2 Despite the clear and unambiguous prohibition of asbestos containing materials (ACMs), asbestos is still found on various locations on board ships. During inspections, asbestos has been found in such places as fire blankets, joints and insulation materials, types of sealants, friction material for brakes, wall and ceiling coverings, cords, remnants, electric fuses, etc. Moreover, ships that initially were free of asbestos appear to have asbestos on board as a result of repairs at shipyards and/or of purchasing spare parts at a later stage.

Purpose

3 The purpose of this circular is to:

.1 raise awareness among maritime Administrations, recognized organizations, shipbuilders and ship repairers, equipment suppliers and all other parties concerned of the fact that asbestos is still being used on ships, notwithstanding its prohibition as stated in paragraph 1 above;

.2 highlight that the principal means of addressing the issue of asbestos being found on board ships in contravention of the aforementioned provisions of SOLAS rests with shipyards and ship suppliers purchasing and installing asbestos free material;

.3 underline the importance of proper training of surveyors and inspectors in detecting asbestos and ACMs on board ships;

.4 prevent any further use of asbestos on board ships; and

.5 stress the importance of maritime Administrations taking appropriate action in case ACMs are found on board ships, in contravention of the aforementioned provisions of the SOLAS Convention.

Applicability on seagoing ships

4 Ships built before 1 July 2002 are allowed to have ACMs on board. However, the ACMs are only allowed as long as they do not pose a risk to the crew's health. The crew should be aware of the dangers of asbestos and should know how to deal with asbestos in case disturbance of the ACMs cannot be avoided[1].

[1] Refer to MSC/Circ.1045, Guidelines for maintenance and monitoring of on-board materials containing asbestos.

5 Since 1 July 2002, new installation of ACMs on board all ships has been allowed only in exceptional cases.

6 From 1 January 2011, new installation of ACMs on board all ships will, without exception, no longer be allowed.

Recognizing asbestos containing materials

7 Asbestos is used for its specific characteristics such as fire resistance, thermal insulation, electrical insulation, strength, flexibility, etc. Therefore, asbestos is used in various locations throughout a ship. Inspectors should be aware of the large number of probable asbestos applications on board.

8 Asbestos is a fibrous material and can often be identified visually on that basis. However, most asbestos is used on board in materials where it cannot easily be identified visually.

9 It is recommended that, whenever an item or material is to be installed, it is ensured that the item or material has a statement of compliance, or similar, with the relevant SOLAS regulation. This may take the form of an "asbestos free declaration". Due diligence should be paid to such statements or declarations and it is recommended that random confirmations are carried out.

10 Although asbestos in most ACMs can only be ascertained by experts in specialized laboratories, it is possible to provide training to crew members, surveyors and inspectors in identifying materials that might be ACMs. As a result of such training, the crew and ship surveyors and inspectors can avoid health risks by having the suspected material sampled and analysed first. In case sampling and analysing by experts is not possible, the crew and ship surveyors and inspectors should treat the material as if it contains asbestos in order to avoid possible health risks.

Training of surveyors and inspectors

11 Surveyors and inspectors that are charged with asbestos investigations on board ships should be trained in recognizing asbestos and ACMs. They should also be trained in taking samples and should be instructed when to call in experts to conduct the investigation.

12 Surveyors and inspectors should be aware of the dangers of exposure to asbestos and should, while performing their corresponding duties, take all necessary precautions.

Action to be taken in case of contraventions of the SOLAS Convention regulation II-1/3-5

13 When asbestos is detected on board, in contravention of SOLAS regulation II-1/3-5, action should be taken to have it removed. The removal – assigned to professional asbestos removal companies – should take place within a time frame of 3 years from the date when the contravention is found and should be conducted in close consultation with and, where applicable, under the supervision of the flag State concerned. In such cases, a suitable exemption certificate should be issued by the flag State.

_____