



Maritime and Coastguard Agency

MARINE GUIDANCE NOTE

MGN 398 (M+F)

Merchant Shipping (Anti-Fouling Systems) Regulations 2009

Notice to all Shipowners, Masters, Owners and Skippers of Fishing Vessels, Owners and Skippers of Yachts, Floating Storage Units, Floating Production Storage and Off Loading Units, Ship Builders and Ship Repairers, Classification Societies and Marine Surveyors

This notice should be read in conjunction with Statutory Instrument (SI) 2009.2796, The Merchant Shipping (Anti-Fouling Systems) Regulations 2009. Regulation (EC) No 782/2003 of The European Parliament and of the Council of 14th April 2003 on the prohibition of organotin compounds on ships and The International Convention on the Control of Harmful Anti-Fouling Systems on Ships.

PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary

This MGN

- Provides guidance on the interpretation of UK Statutory Instrument (SI) 2009 No.2796, The Merchant Shipping (Anti-Fouling Systems) Regulations 2009. In this MGN they are referred to as "the UK Regulations".
- The UK Regulations have been developed to provide for offences and penalties in relation to EC Regulation 782/2003, as annexed (referred to as the EC Regulation), which was introduced to encourage early ratification of the International Maritime Organization's (IMO) International Convention on the Control of Harmful Anti-Fouling Systems on Ships, referred to as "the Convention". The Convention had received sufficient ratifications by 17 September 2007 for it to come into force, and so it came into force internationally on 17 September 2008.

1 Introduction & Background

1.1 Anti-Fouling Systems (AFS) are used to keep the hulls of ships clean and free from fouling organisms so that they can travel faster through the water and consume less fuel. Scientific studies have shown that some of the most widespread active ingredients in anti-fouling systems are organotin compounds. Organotin compounds have been scientifically proven to have adverse effects on ecologically and economically important marine organisms.

1.2 In 2001, the International Convention on the Control of Harmful Anti-Fouling Systems on Ships was adopted to introduce control measures on the use of organotin compounds which act as biocides (the Convention). As an immediate follow up, the Commission adopted Directive 2002/62/EC on the 9 July 2002, adapting to technical progress for the ninth time Annex 1 to Council Directive 76/769 EEC. One purpose of these Directives was to prohibit, with effect from 1 January 2003, the marketing and use of organostannic compounds in anti-fouling systems for all ships, irrespective of their length. Due to the slow progress in the International Convention being ratified, on 14 April 2003 the European Parliament and the Council of the European Union (EU) adopted Regulation (EC) 782/2003 on the prohibition of organotin compounds on ships. From the 1 July 2003 it became a requirement for all European Economic Areas (EEA) ships to comply with this EC Regulation, which is annexed to this MGN.

1.3 The UK Regulations provide the legal framework for the offences and penalties which will be used to enforce the provisions of the EC Regulation on the prohibition of organotin compounds on ships in the UK. One of the purposes of that EC Regulation was to put Member States in the best possible position to ratify the International Convention on the Control of Harmful Anti-Fouling Systems on Ships. The UK Regulations and the EC Regulation will together implement the International Convention in relation to the UK.

2 Definitions

2.1 "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.

2.2 "controlled waters" means the waters specified by the Merchant Shipping (Prevention of Pollution) (Limits) Regulations 1996 (SI 1996/2128 as amended) as areas within which the jurisdiction and rights of the UK are exercisable. This means the waters above the UK's Continental Shelf.

2.3 "EEA State", in relation to any time, means-

- (a) a State which at that time is a Member State, or
- (b) any other State which at that time is a party to the EEA agreement.

(As at 22 October 2009 this means an EC Member State, Norway, Iceland or Liechtenstein.)

2.4 "Ship" (except in the expression "UK ship") means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, fixed or floating platforms, Floating Storage Units (FSUs) and Floating Production Storage and Off-loading Units (FPSOs).

2.5 "UK ship" has the same meaning as in section 85(2) of the Merchant Shipping Act 1995.

2.6 "UK waters" means the sea or other waters within the seaward limits of the territorial sea of the UK.

3 Application

3.1 The UK Regulations apply to all UK ships (wherever they may be), and to other EEA ships in UK waters or controlled waters, to other ships operating in UK waters or controlled waters, and to other ships which are in a UK port or an offshore terminal in UK waters or controlled waters.

3.2 The UK Regulations do not apply to warships, naval auxiliary or other ships owned or operated by a State and used only on government non-commercial services.

4 Controls on Anti-Fouling Systems and Effective Dates

4.1 Owners and Masters have a duty to ensure that if ships to which the UK Regulations apply have an AFS, the AFS meets the criteria set out in the EC Regulation, and that the ships are maintained to a standard to ensure continued compliance with the EC Regulation.

4.2 Penalties are laid down in the UK Regulations for breaches of the EC Regulation, where those breaches continue or occur on or after the date of the UK Regulations coming into force.

4.3 The provisions in the EC Regulation regarding the use of organotin compounds are outlined in the table below, in so far as they are still relevant. The EC Regulation prohibits the use of these compounds, but the UK Regulations provide the legal structure to enforce this prohibition from the date the UK Regulations enter into force. UK ships which operate in the EEA or in ports of Parties to the Convention will be liable to enforcement action under port state control if not holding the appropriate certificate.

Effective Date	Anti-fouling system	Control Measures	Application
From 1 st July 2003	Organotin compounds which act as biocides in anti-fouling systems	Such compounds must not be applied or reapplied on ships	All EEA ships *
From 1 st January 2008	Organotin compounds which act as biocides in anti-fouling systems	Ships must not bear such compounds on their hulls or external parts or surfaces unless they bear a coating that forms a barrier to such compounds leaching from the underlying non-compliant anti-fouling system	All ships while in EEA ports/terminals*

* See section 6 for guidance on the application to fixed or floating platforms, FSU's or FPSO's.

5 Survey & Certification Arrangements

5.1 Survey and Certification of the AFS has been delegated to the following UK Recognised Classification Societies:

- the American Bureau of Shipping;
- Bureau Veritas;
- Class NK;
- Det Norsk Veritas;
- Germanischer Lloyd;

- Lloyds Register; and
- RINA.

5.2 Ships which are not classed by one of the above recognised organisations should approach their local Marine Office for a survey and certification. Details of the survey and certification arrangements and of the fees payable can be found on the MCA Website, www.mcga.gov.uk

Cancellation of Certificates

5.3 Certificates may be cancelled by the Secretary of State if he has reason to believe that the certificate was issued on false or erroneous information or if the AFS has sustained damage or otherwise is deficient. Certificates which have been cancelled or expired must be surrendered to the Environmental Policy Branch, Bay 2/08, MCA, 105 Commercial Road, Southampton SO15 1EG.

Documentation Requirements - Ships of 24 Metres or More in Length but Less Than 400gt

5.4 Ships of 24 metres or more in length but less than 400 gross tonnage (excluding fixed or floating platforms, FSUs and FPSOs see section 6) must carry a Declaration on AFS signed by the owner or authorized agent. The Declaration must be accompanied by appropriate documentation supporting the fact that the AFS is compliant with the UK Regulations, e.g. a paint receipt or contractor invoice, or contain an appropriate endorsement. Annex II of the attached EC Regulation provides a template for the Declaration, or you may contact your local Marine Office.

Survey Requirements - Ships 400gt and Over

5.5 Ships 400gt and over (excluding fixed, floating platforms, FSUs and FPSOs, see section 6) must be surveyed under the following regime:

- an initial survey before the ship is put into service or when the ship is for the first time in dry dock for the application of an anti-fouling system; and
- a survey when the anti-fouling system is changed or replaced, undertaken to enable the endorsement of the Certificate.

Note: if at any time on or after 1st July 2003 a ship has been put into service, or gone into dry dock to have an anti-fouling system applied, etc, then it must not set off on a voyage (or continue on a voyage) on or after the date of the UK Regulations coming into force unless it has been surveyed and the certificate has been issued for the ship.

5.6 Repairs (touch ups) do not generally require a survey. However, repairs affecting approximately 25% or more of the anti-fouling system are considered by the MCA to be a change or replacement of the anti-fouling system. An anti-fouling system that undergoes repair must be repaired or replaced with a compliant anti-fouling system.

Ships with no Anti-Fouling Systems

5.7 Ships which trade internationally and fall into the survey and certification regime will be expected to carry either a Certificate or a Declaration. On the Certificate or Declaration, the part headed "Details of anti-fouling system(s) applied" or "Type(s) of anti-fouling system(s) used....." should be filled out stating that the ship does not have an AFS system. The MCA consider this should help to eliminate potential problems with foreign PSC control, for UK registered ships without AFS.

Statement of Compliance

5.8 All Statements of Compliance issued under the EC Regulation should by now have been replaced by the appropriate certificate or declaration. If your Statement of Compliance has not yet been replaced please contact your Classification Society or local Marine Office immediately for reissue of correct documentation. Once the UK has finalised accession to the Convention all Statements of Compliance issued on behalf of the Convention will also need to be replaced by an appropriate certificate or declaration. The MCA will notify all Classification Societies as soon as the UK has become party to the Convention for this process to be undertaken.

Availability of Certificates and other Documents

5.9 The owner or Master of the ship must ensure that the following documents are readily available on board ship for examination at all times –

- in the case of ships of 400 GT or above, an AFS-Certificate (or other certificate referred to in paragraph 2.1 of Annex I to the EC Regulation), or
- in the case of ships of less than 400 GT but of 24 metres or more in length, an AFS Declaration and appropriate documentation (e.g. a paint receipt or contractor's invoice) or an appropriate endorsement.

Ships sailing to ports outside the EEA

5.10 The EC Regulation and UK Regulations apply to all ships in UK waters and controlled waters as explained in section 3 above. However, the requirements relating to Survey and Certification, or Declaration, only apply to certain ships, and guidance about these requirements is set out in this MGN.

5.11 The MCA advice to all UK ships sailing between foreign ports outside the EEA should check with the country that they are sailing to as to their national requirements in relation to AFS.

6 Fixed or Floating Platforms, FSUs and FPSOs

6.1 The UK Regulations apply to any Fixed or Floating Platform, FSU or FPSO as these fall into the definition of a "ship" (see section 2 above). They are therefore prohibited from having organotin compounds applied to them and from bearing such compounds. However, the survey and certification regime set out in Annex I of the EC Regulation (and Annex 4 of the AFS Convention) does not apply to these "ships".

6.2 For the purpose of ensuring that compliance with the EC Regulation can be checked, the UK Administration (MCA) has developed guidance for ships that are not subject to the survey and certificate regime i.e. fixed or floating platforms, FSUs or FPSOs. The MCA liaised with the Department of Energy and Climate Change (DECC) to provide the following guidance:

- a) Fixed or Floating Platforms, FSUs and FPSO's **constructed on or after 01 July 2003:** these must either not bear organotin compounds at all, or if they do, then they must have a barrier coating to prevent the compounds leaching. Contravention of this requirement is an offence under the UK Regulations.
- b) Fixed or Floating Platforms, FSUs and FPSOs **constructed before 1 July 2003 and which have been in dry dock on or after 01 July 2003:** similarly, these must either not bear organotin compounds at all, or if they do, then they must have a barrier

coating to prevent the compounds leaching; contravention of this requirement is an offence under the UK Regulations. If a fixed or Floating Platform, FSU and FPSO has been repositioned after entering dry dock after 1 July 2003 and still has a TBT AFS, then the owner or manager is advised to contact the MCA to discuss whether an Environmental Impact Assessment should be undertaken and what documentary evidence should be carried on board in order to be able to demonstrate compliance with the UK Regulations.

- c) Fixed or Floating Platforms, FSU's and FPSO's **constructed before 1 July 2003 but which have not been in dry dock since that date:** the bans on application or bearing of organotin compounds will not be applicable. If the organotin compound was applied or re-applied before the date the UK Regulations come into force, no offence is committed under the UK Regulations even if the ship is still bearing the compound as at that date. However, the MCA recommend that these ships do comply if and when it is reasonably practicable to do so.
- d) All Fixed or Floating Platforms, FSU's and FPSO's **which are not fixed to the sea bed e.g. drilling rigs on voyages** are recommended to have some form of documentary evidence readily available on board in order to be able to demonstrate compliance with the UK Regulations from the date that the UK Regulations come into force.

7 Port State Control and Flag State Control: Inspection and Detention

7.1 Any ship covered by the UK Regulations is subject in the UK to Flag State Inspection if it is a UK ship, or to Port State Control if it is a foreign ship.

7.2 These inspections will be limited to:

- verifying that the ship holds a valid Anti-Fouling Certificate including the Record of Anti-Fouling Systems or other appropriate documentation;
- investigating further the documentation where there are clear grounds for believing that the certificate, including the Record of Anti-Fouling Systems and or other appropriate documentation is incorrect; and
- a brief sampling of the Anti-Fouling System to show that the ship's AFS is in compliance.

7.3 If, following such inspection, the inspector believes that the ship does not hold a valid Anti-Fouling Certificate (or the other appropriate documentation), there are clear grounds for believing that the condition of the ship or its equipment does not correspond substantially with the particulars of that certificate, then an offence has been committed and the ship is liable to be detained, until the MCA is satisfied that the ship can proceed to sea without presenting an unreasonable threat of harm to the marine environment. A ship can be released to go to a repair yard, if a person with powers of detention allows this.

7.4 If the Owner or Master disagrees with the ship being detained, then he or she can appeal through arbitration, and may be entitled to compensation if successful. The arbitration and compensation provisions are covered in regulation 13 of the UK Regulations.

More Information

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File Ref: MS 034/001/0116

Published: November 2009
Please note that all addresses and
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Printed on material containing minimum 75% post-consumer waste paper

*An executive agency of the
Department for*
Transport

REGULATION (EC) No 782/2003 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 14 April 2003
on the prohibition of organotin compounds on ships

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 80(2) thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the opinion of the European Economic and Social Committee ⁽²⁾,

Having consulted the Committee of the Regions,

Acting in accordance with the procedure laid down in Article 251 of the Treaty ⁽³⁾,

Whereas:

- (1) The Community is seriously concerned by the harmful environmental effects of organotin compounds used as anti-fouling systems on ships, and in particular of tributyltin (TBT) coatings.
- (2) An International Convention on the control of harmful anti-fouling systems on ships (AFS-Convention) was adopted on 5 October 2001 at a Diplomatic Conference (AFS-Conference) held under the aegis of the International Maritime Organisation (IMO) with the attendance of Member States of the Community.
- (3) The AFS-Convention is a framework convention allowing the prohibition of harmful anti-fouling systems used on ships in accordance with well-defined procedures and having due regard to the precautionary principle expressed in the Rio Declaration on Environment and Development.
- (4) The AFS-Convention, at this stage, only prohibits the application of organotin compounds on ships.
- (5) Fixed application dates have been included in the AFS-Convention: 1 January 2003 for the prohibition of the application of organotin compounds on ships and 1 January 2008 for the elimination of the presence of organotin compounds on ships.

⁽¹⁾ OJ C 262 E, 29.10.2002, p. 492.

⁽²⁾ Opinion delivered on 11 December 2002 (not yet published in the Official Journal).

⁽³⁾ Opinion of the European Parliament of 20 November 2002 (not yet published in the Official Journal) and Decision of the Council of 17 March 2003.

(6) The AFS-Convention will only enter into force 12 months after its ratification by at least 25 States representing at least 25 % of the world's tonnage.

(7) Member States should ratify the AFS-Convention at the earliest opportunity.

(8) Member States should be put in the best possible position for a speedy ratification of the AFS-Convention. Any obstacles which might impede such ratification should be removed.

(9) The AFS-Conference, aware that the time remaining until 1 January 2003 might not be sufficient to enable the entry into force of the AFS-Convention by that date, and desiring that organotin compounds should effectively cease to be applied in shipping as from 1 January 2003, requested in AFS-Conference Resolution No 1 that IMO Member States do their utmost to prepare for implementing the AFS-Convention as a matter of urgency, and urged the relevant industries to refrain from the marketing, sale and application of organotin compounds by that date.

(10) As an immediate follow-up to the AFS-Conference the Commission adopted Commission Directive 2002/62/EC of 9 July 2002 adapting to technical progress for the ninth time Annex I to Council Directive 76/769/EEC on the approximation of the laws, regulations and administrative provisions of the Member States relating to restrictions on the marketing and use of certain dangerous substances and preparations (organostannic compounds) ⁽⁴⁾ in order to prohibit, with effect from 1 January 2003, the marketing and use of organostannic compounds in anti-fouling systems for all ships, irrespective of their length.

⁽⁴⁾ OJ L 183, 12.7.2002, p. 58.

- (11) In the light of AFS-Conference Resolution No 1, additional steps are necessary for the implementation of measures concerning organotin compounds in order to ensure a general ban on TBT coating used on ships throughout the Community and its surrounding seas on the dates provided for by the AFS-Convention.
- (12) A Regulation is the appropriate legal instrument as it imposes on shipowners and Member States, directly and within a short time frame, precise requirements to be implemented at the same time and in the same manner throughout the Community. This Regulation, which should seek solely to prohibit organotin compounds, should not duplicate the AFS-Convention.
- (13) This Regulation should not affect the restrictions on the marketing and use of certain dangerous substances and preparations (organostannic compounds) laid down in Directive 76/769/EEC ⁽¹⁾.
- (14) Uncertainty regarding the total prohibition of active TBT coatings should not be accepted at Community level; the world-wide shipping industry, which has to programme the maintenance of its ships, should be made aware clearly and in due time that, as from 1 January 2008, ships bearing an active TBT coating on their hulls will no longer be allowed in Community ports.
- (15) Third countries, particularly if they cannot benefit from the added value of a supranational regulation, might experience legal technical difficulties in imposing, through their national legislation, the prohibition on applying TBT coatings to their ships from the day on which the prohibition enters into force under this Regulation. The application of the prohibition in this Regulation on applying TBT coatings should therefore be suspended as regards ships sailing under the flag of a third State for an interim period beginning on 1 July 2003 and ending on the date of entry into force of the AFS-Convention.
- (16) Flag States which have banned the use of TBT coatings on their ships have an economic interest in ensuring that the AFS-Convention enters into force as soon as possible, in order to ensure a world-wide level playing field. This Regulation, which prohibits, as soon as possible, all ships flying the flag of a Member State from applying TBT coatings should constitute an incentive for flag States to ratify the AFS-Convention.
- (17) The definitions used and requirements imposed in this Regulation should as far as possible be based upon those used in the AFS-convention.
- (18) In order to ensure its application to offshore platforms, this Regulation should also apply to ships operating under the authority of a Member State. It should not apply to any warships or other government ships since the treatment of those ships is adequately covered under the AFS-Convention.
- (19) Imposing, as from 1 July 2003, the prohibition of active TBT coatings on all ships which are entitled to fly the flag of a Member State and whose anti-fouling system has been applied, changed or replaced after that date, should be an incentive for the shipping industry to implement the recommendation of AFS-Conference Resolution No 1.
- (20) It is appropriate to establish the same survey and certification regime as that provided for by the AFS-Convention. Under this Regulation all ships of 400 gross tonnage and above, irrespective of the nature of their voyage, should be surveyed, whilst ships of 24 metres or more in length but less than 400 gross tonnage should only have to carry a declaration of compliance with this Regulation or with the AFS-Convention. The Community should have the right to introduce a harmonised survey regime for these ships, if this proves necessary at a later stage.
- (21) For ships less than 24 metres in length, it is not necessary to provide for a specific survey or declaration since these ships, mainly recreational craft and fishing vessels, will be adequately covered under the provisions of Directive 76/769/EEC.
- (22) Certificates and documents issued in conformity with this Regulation, as well as AFS-Certificates and AFS-Declarations issued by Parties to the AFS-Convention, should be recognised.
- (23) If the AFS-Convention has not entered into force by 1 January 2007, the Commission should be permitted to adopt appropriate measures allowing ships flying the flag of a third State to demonstrate their compliance with this Regulation, as well as measures to control the implementation of these provisions.
- ⁽¹⁾ OJ L 262, 27.9.1976, p. 201. Directive as last amended by Commission Directive 2003/3/EC (OJ L 4, 9.1.2003, p. 12).

- (24) The most appropriate regime for controlling the implementation of the prohibition of TBT coatings on ships and the requirements of the AFS-Convention is that laid down in Council Directive 95/21/EC of 19 June 1995 concerning the enforcement, in respect of shipping using Community ports and sailing in the waters under the jurisdiction of the Member States, of international standards for ship safety, pollution prevention and shipboard living and working conditions (port State control) ⁽¹⁾ and amendments should be made to that Directive at the appropriate time. Having regard to the specific scope of that Directive, equivalent provisions should be applied to ships flying the flag of a Member State during the interim period.
- (25) The measures necessary for the implementation of this Regulation should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down procedures for the exercise of implementing powers conferred on the Commission ⁽²⁾.
- (26) In order to assess the achievement of the objective of this Regulation, the Commission should report to the European Parliament and the Council and propose, if necessary, any appropriate adjustments to the Regulation.
- (27) The entry into force of this Regulation should be such as to allow the effective prohibition of organotin compounds on ships as soon as possible,
2. '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;
3. '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;
4. '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);
5. 'AFS-Convention' means the International Convention on the control of harmful anti-fouling systems on ships, adopted on 5 October 2001, irrespective of its entry into force;
6. 'recognised organisation' means a body recognised in accordance with the provisions of Council Directive 94/57/EC of 22 November 1994 on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations ⁽³⁾;

HAVE ADOPTED THIS REGULATION:

Article 1

Objective

The purpose of this Regulation is to reduce or eliminate adverse effects on the marine environment and human health caused by organotin compounds, which act as active biocides in anti-fouling systems used on ships flying the flag of, or operating under the authority of, a Member State, and on ships, regardless of the flag they fly, sailing to or from ports of the Member States.

Article 2

Definitions

For the purpose of this Regulation:

1. '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;

⁽¹⁾ OJ L 157, 7.7.1995, p. 1. Directive as last amended by Directive 2002/84/EC of the European Parliament and of the Council (OJ L 324, 29.11.2002, p. 53).

⁽²⁾ OJ L 184, 17.7.1999, p. 23.

7. 'AFS-Certificate' means the certificate issued to ships in conformity with the provisions of Annex 4 to the AFS-Convention or, during the interim period, a certificate issued in accordance with the format laid down in Annex II to this Regulation, when it is issued by the administration of any Member State or by a recognised organisation acting on its behalf;

8. 'AFS-Declaration' means a declaration drawn up under the provisions of Annex 4 to the AFS-Convention or, during the interim period, a declaration signed by the owner or the owner's authorised agent and drawn up in accordance with the format laid down in Annex III to this Regulation;

9. 'AFS-Statement of Compliance' means a document recording compliance with Annex 1 to the AFS-Convention, issued by a recognised organisation on behalf of the administration of a Member State;

10. 'interim period' means the period beginning on 1 July 2003 and ending on the date of entry into force of the AFS-Convention.

⁽³⁾ OJ L 319, 12.12.1994, p. 20. Directive as last amended by Directive 2002/84/EC of the European Parliament and of the Council.

*Article 3***Scope**

1. This Regulation shall apply to:

- (a) ships flying the flag of a Member State,
- (b) ships not flying the flag of a Member State but operating under the authority of a Member State, and
- (c) ships that enter a port or offshore terminal of a Member State but do not fall within points (a) or (b).

2. This Regulation shall not apply to any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service.

*Article 4***Prohibition of the application of organotin compounds which act as biocides**

As from 1 July 2003, organotin compounds which act as biocides in anti-fouling systems shall not be applied or reapplied on ships.

However, during the interim period this provision shall only apply to ships referred to in points (a) or (b) of Article 3(1).

*Article 5***Prohibition of the bearing of organotin compounds which act as biocides**

1. Ships entitled to fly the flag of a Member State as from 1 July 2003, and whose anti-fouling system has been applied, changed or replaced after that date, shall not bear organotin compounds which act as biocides in anti-fouling systems on their hulls or external parts and surfaces, unless they bear a coating that forms a barrier to such compounds to prevent them leaching from the underlying non-compliant anti-fouling system.

2. As from 1 January 2008 the ships referred to in Article 3(1) shall either not bear organotin compounds which act as biocides in anti-fouling systems on their hulls or external parts and surfaces, or bear a coating that forms a barrier to such compounds leaching from the underlying non-compliant antifouling system.

3. Paragraphs 1 and 2 shall not apply to fixed and floating platforms, FSUs and FPSOs constructed prior to 1 July 2003 that have not been in dry-dock on or after that date.

*Article 6***Survey and certification**

1. The following shall apply as regards the survey and certification of ships flying the flag of a Member State:

(a) Ships of 400 gross tonnage and above, excluding fixed or floating platforms, FSUs and FPSOs, shall be surveyed and certified as from 1 July 2003 in accordance with the requirements laid down in Annex I, before the ship is put into service for the first time, or when the anti-fouling systems are changed or replaced.

(b) Ships of 24 metres or more in length, but less than 400 gross tonnage, excluding fixed or floating platforms, FSUs and FPSOs, shall carry an AFS-Declaration to demonstrate compliance with Articles 4 and 5.

If necessary, the Commission, in accordance with the procedure referred to in Article 9(2), may establish a harmonised survey and certification regime for these ships.

(c) Member States may establish appropriate measures for ships not covered by points (a) and (b) in order to ensure compliance with this Regulation.

2. The following shall apply as regards the recognition of certificates, declarations and statements of compliance:

(a) as from 1 July 2003, Member States shall recognise any AFS-Certificate;

(b) until a year after the date referred to in point (a), Member States shall recognise any AFS-Statement of Compliance;

(c) as from 1 July 2003, Member States shall recognise any AFS-Declaration.

These declarations shall be accompanied by appropriate documentation (such as a paint receipt or a contractor invoice) or contain an appropriate endorsement.

3. If the AFS-Convention has not entered into force by 1 January 2007, the Commission, in accordance with the procedure referred to in Article 9(2), shall adopt appropriate measures in order to allow ships flying the flag of a third State to demonstrate their compliance with Article 5.

*Article 7***Port State control**

During the interim period Member States shall apply control provisions equivalent to those laid down in Directive 95/21/EC to ships of 400 gross tonnage and above flying the flag of a Member State. With regard to the inspections and detection of breaches, Member States shall be guided by the provisions of Article 11 of the AFS-Convention.

If the AFS-Convention has not entered into force by 1 January 2007, the Commission, in accordance with the procedure referred to in Article 9(2), shall establish appropriate procedures for these controls.

*Article 8***Adaptations**

In order to take account of developments at international level and in particular in the International Maritime Organisation (IMO), or to improve the effectiveness of this Regulation in the light of experience, the references to the AFS-Convention, to the AFS-Certificate, to the AFS-Declaration and to the AFS Statement of Compliance and/or the Annexes to this Regulation, including relevant IMO guidelines in relation to Article 11 of the AFS-Convention, may be amended in accordance with the procedure referred to in Article 9(2).

*Article 9***Committee**

1. The Commission shall be assisted by the Committee on Safe Seas and the Prevention of Pollution from Ships established by Article 3 of Regulation (EC) No 2099/2002 of the

European Parliament and of the Council of 5 November 2002 concerning the Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) and amending the regulations on maritime safety and the prevention of pollution from ships ⁽¹⁾, hereinafter referred to as 'the COSS'.

2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. The COSS shall adopt its rules of procedure.

*Article 10***Evaluation**

By 10 May 2004, the Commission shall report to the European Parliament and the Council on the state of ratification of the AFS-Convention and provide information on the extent to which organotin compounds, which act as biocides in antifouling systems on ships, are still used on ships not flying the flag of a Member State operating to or from Community ports. In the light of this report the Commission may propose, if necessary, amendments to ensure accelerated reduction of the contribution by ships not flying the flag of a Member State to the presence of harmful anti-fouling compounds in the waters under the jurisdiction of Member States.

*Article 11***Entry into force**

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Luxembourg, 14 April 2003.

For the European Parliament

The President

P. COX

For the Council

The President

A. GIANNITSIS

⁽¹⁾OJ L 324, 29.11.2002, p. 1.

ANNEX I

Surveys and certification requirements for anti-fouling systems on ships flying the flag of a Member State**1. Surveys**

- 1.1. Ships of 400 gross tonnage and above, excluding fixed or floating platforms, FSUs, and FPSOs, shall, as from 1 July 2003, be subject to the following:
 - (a) an initial survey before the ship is put into service or when the ship is for the first time in a dry-dock for the application of anti-fouling systems; and
 - (b) a survey when the anti-fouling systems are changed or replaced. Such surveys shall be endorsed on the certificate required under point 2.1.
- 1.2. The survey shall be such as to ensure that the ship's anti-fouling system fully complies with Articles 4 and 5 of this Regulation.
- 1.3. Surveys shall be carried out by officers duly authorised by the administration of the Member State, or of another Member State, or of a party to the AFS-Convention, or by a surveyor nominated for the purpose by one of those administrations, or by a recognised organisation acting on behalf of the administration.
- 1.4. Unless provided otherwise in this Regulation, Member States shall for the surveys referred to in point 1.1 follow the requirements laid down in Annex 4 to the AFS-Convention, as well as the guidelines for surveys and certification of anti-fouling systems on ships annexed to Resolution MEPC 101(48), adopted on 11 October 2002 by the Marine Environment Protection Committee of the IMO.

2. Certification

- 2.1. After completion of a survey referred to in point 1.1(a) or (b), a Member State which is not yet a Party to the AFS-Convention shall issue a certificate in accordance with the format laid down in Annex II. A Member State which is a Party to the AFS-Convention shall issue an AFS-Certificate.
- 2.2. A Member State may rely upon an AFS-Statement of Compliance for the demonstration of compliance with the requirements of Articles 4 and 5 of this Regulation. A certificate referred to in point 2.1 shall replace this AFS-Statement at the latest a year after the date referred to in point 1.1.
- 2.3. Member States shall require that a ship referred to in point 1.1 carries a certificate issued in accordance with point 2.1.
- 2.4. Member States shall, for the purposes of the certification referred to in point 2.1, follow the requirements laid down in Annex 4 to the AFS-Convention.

ANNEX II

Forms of the certificate and record for anti-fouling systems

The international certificate and the record of anti-fouling systems shall be drawn up in the form set out below.

Where these forms are used only for ships that are not submitted to the surveys and certification requirements of regulation 1 of Annex 4 of the AFS-Convention, references to the AFS-Convention may be deleted.

INTERNATIONAL ANTI-FOULING SYSTEM CERTIFICATE

(This certificate shall be supplemented by a record of anti-fouling systems)

(Official seal) (State)

Issued under the provisions of [the International Convention on the control of harmful anti-fouling systems on ships and] ⁽¹⁾ Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships

under the authority of the Government of

(name of the State)

.....
(person or organisation authorised)

When a certificate has been previously issued, this certificate replaces the certificate dated

Particulars of ship ⁽²⁾

Name of ship:

Distinctive number of letters:

Port of registry:

Gross tonnage:

IMO number ⁽³⁾:

An anti-fouling system controlled under [Annex 1 to the Convention and] ⁽¹⁾ Regulation (EC) No 782/2003 has not been applied during or after construction of this ship

An anti-fouling system controlled under [Annex 1 to the Convention and] ⁽¹⁾ Regulation (EC) No 782/2003 has been applied on this ship previously, but has been removed by
(insert name of the facility) on (date)

.....

An anti-fouling system controlled under [Annex 1 to the Convention and] ⁽¹⁾ Regulation (EC) No 782/2003 has been applied on this ship previously, but has been covered with a sealer coat applied by (insert name of the facility) on (date)

An anti-fouling system controlled under [Annex 1 to the Convention and] ⁽¹⁾ Regulation (EC) No 782/2003 has been applied on this ship prior to 1 January 2003, but must be removed or covered with a sealer coat prior to 1 January 2008

⁽¹⁾ May be deleted for ships that are not submitted to the surveys and certification requirements of regulation 1 of Annex 4 to the AFS-Convention.

⁽²⁾ Alternatively, the particulars of the ship may be placed horizontally in boxes.

⁽³⁾ In accordance with the Ship Identification Number Scheme adopted by the International Maritime Organisation.

THIS IS TO CERTIFY THAT:

1. the ship has been surveyed in accordance with [Regulation 1 of Annex 4 to the Convention and] ⁽¹⁾ Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships; and
 2. the survey shows that the anti-fouling system on the ship complies with the applicable requirements of [Annex 1 to the Convention and] ⁽¹⁾ Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships.
-

Issued at:
(Place of issue of Certificate)

.....
(Date of issue) (Signature of authorised official issuing the Certificate)

Date of completion of the survey on the basis of which this certificate is issued:

⁽¹⁾ May be deleted for ships that are not submitted to the surveys and certification requirements of regulation 1 of Annex 4 of the AFS-Convention.

RECORD OF ANTI-FOULING SYSTEMS

This Record shall be permanently attached to the International Anti-Fouling System Certificate.

Particulars of ship:

Name of ship:

Distinctive number or letters:

IMO number:

Details of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used:

Date(s) of application of anti-fouling system(s):

Name(s) of company(ies) and facility(ies)/location(s) where applied:

Name(s) of anti-fouling system manufacturer(s):

Name(s) and colour(s) of anti-fouling system(s):

Active ingredient(s) and their Chemical Abstracts Service Registry Number (CAS number(s)):

Type(s) of sealer coat, if applicable:

Name(s) and colour(s) of sealer coat applied, if applicable:

Date of application of sealer coat:

THIS IS TO CERTIFY that this record is correct in all respects.

Issued at:
(Place of issue of record)

.....
(Date of issue) (Signature of authorised official issuing the record)

Endorsement of the Records ⁽¹⁾

THIS IS TO CERTIFY that a survey required in accordance with [Regulation 1(1)(b) of Annex 4 to the Convention and] ⁽²⁾ point 2.1 of Annex 1 to Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships found that the ship was in compliance with the [Convention and the] ⁽²⁾ Regulation

Details of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used:

Date(s) of application of anti-fouling system(s):

Name(s) of company(ies) and facility(ies) location(s) where applied:

(Seal or stamp of the authority)

⁽¹⁾ This page of the Record shall be reproduced and added to the Record as considered necessary by the administration.

⁽²⁾ May be deleted for ships that are not submitted to the surveys and certification requirements of regulation 1 of Annex 4 to the AFS-Convention.

⁽³⁾ Date of completion of the survey on the basis of which this endorsement is made.

ANNEX III

DECLARATION ON ANTI-FOULING SYSTEM FOR SHIPS OF 24 METERS OR MORE IN LENGTH, BUT LESS THAN 400 GROSS TONNAGE

Drawn up under

Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships

Name of ship:

Distinctive number or letters:

Port of registry:

Gross tonnage:

IMO number (if applicable):

I declare that the anti-fouling system used on this ship complies with Articles 4 and 5 of Regulation (EC) Nr. 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships.

.....
(Date) (Signature of owner or owner's authorised agent)

Endorsement of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used and date(s) of application:

.....
(Date) (Signature of owner or owner's authorised agent)

Type(s) of anti-fouling system(s) used and date(s) of application:

.....
(Date) (Signature of owner or owner's authorised agent)

Type(s) of anti-fouling system(s) used and date(s) of application:

.....
(Date) (Signature of owner or owner's authorised agent)