



Türk Loydu Newsletter

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1 Ocak 2011'den İtibaren Asbestli Malzeme Kullanımının Yasaklanması

Tarihçe: 01.07.2002 yılında asbestin kullanımı yasaklanmasına rağmen, "kompresör ve pompaların içinde kullanılan bazı özel parçalarda", "yüksek sıcaklıktaki sıvıları taşıyan sirkülasyon devrelerinde kullanılan bağlantı parçalarında ve izolasyonlarda", "yumuşak ve esnek termal yalıtım malzemelerinde" müsaade edilmişti.

SOLAS Bölüm II-1 Kural 3-5 - Asbest içeren malzemelerin gemiye yeni teçhizi ile ilgili bölümde, resolution MSC.282(86)'yla yapılan değişim sonucu her türlü muafiyet kaldırılarak asbestli malzemelerin kullanımı tamamen yasaklanmıştır.

İdareler, Gemi sahipleri, tersaneler, malzeme üreticileri ve klaslar; yeni inşa edilecek gemilerde ve mevcut gemilerin değiştirilen kısımlarında yapı, makine ve elektrik ekipmanlarının hiçbirinde asbestli malzeme kullanılmamasına dikkat etmelidir.

Yeni inşa gemiler için satın alınan malzemelerin asbest-free deklarasyonlu olması, mevcut gemilerde de değişen parçaların asbest-free deklarasyonlu seçilmesi ve 01.01.2011'den sonra konulan ekipmanların takibi için kayıt tutulması gerekli olabilir.

NOT: Konu ile ilgili tarafların uygulamaya dikkat etmeleri için MSC 88'de kabul edilip IMO tarafından yayınlanacak sirküler ektedir.

Prohibition of new installation of materials containing asbestos after 1st January 2011

History: Since the 1st July 2002, new installation of materials which contain asbestos have been prohibited, for all ships, except for some specific types of vanes, watertight joints and linings and supple and flexible thermal insulation assemblies, through SOLAS Reg. II-1/3-5.

SOLAS Reg. II-1/3-5 - New installation of materials containing asbestos revised by resolution MSC.282(86). In according to this, usage of materials containing asbestos completely prohibited for all ships without any exemption.

Maritime administrations, Ship owners, shipyards, material suppliers and classification societies are requested to pay attention to the prohibition of asbestos both on-board new ships and on modified parts of existing ships. The prohibition applies to materials used for the structure, machinery, electrical installations.

For new ships, purchasing equipments may have asbestos-free declaration, for existing ships modified equipment may have asbestos-free declaration and after 01.01.2011 installation equipment's record may be necessary for follow up.

NOTE: IMO circular approved on MSC 88 about the application is attachment to this Newsletter.

Daha detaylı bilgi için / For More Detailed Information

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ANNEX 8

DRAFT MSC CIRCULAR

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 underline the importance of proper training of surveyors and inspectors in detecting asbestos and ACMs on board ships;
- .3 prevent any further use of asbestos on board ships; and
- .4 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 avoided⁷.

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.

⁷ Refer to MSC/Circ.1045, Guidelines for maintenance and monitoring of on-board materials containing asbestos.

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.