








ASBESTOS: OUR SERVICES IN A NUTSHELL











As an independent partner, we help you carry out a thorough assessment of the facts, guide your (removal) project and/or check that the asbestos has been properly removed. You can count on us in case of calamities too, when every second counts. Our asbestos services:

-  Asbestos inventories and taking asbestos samples
-  Guiding the removal process: from contracting to completion
-  A second opinion on existing investigations: counter-expertise
-  Checks on behalf of the ship owner for asbestos-containing materials during the construction phase, both at home and abroad
-  Making and keeping any asbestos-containing applications manageable
-  Final check after asbestos removal
-  Theory and practical training courses

MORE THAN JUST ASBESTOS: ADDITIONAL SERVICES

SGS has been a trusted partner to the maritime sector for a long time. And not just because of our vast experience in international qualitative and quantitative inspections of shiploads. But also in the assessment of the safety and environmental risks of ships and their loads. Whether you are at sea, moored at port or laid up at the shipyard, we ensure you always meet the legal requirements.

SGS gives you access to a wide range of services related to inspection, checking, analysis and certification in shipping. As well as environmental and safety services, including:

-  Inventory of Hazardous Materials: investigation and analysis
-  Sampling and analysis of ballast water, waste water, drinking water and washing water originating from scrubbers in line with international norms
-  CO₂ monitoring and verification
-  Flue gasses and emissions testing
-  CEMS verifications: dust concentrations
-  Ceramic fibre testing
-  Monitoring of indoor air quality (IAQ)
-  Noise testing
-  Vibration testing
-  Safety training courses



MORE INFORMATION?

We would be happy to tell you more about the possibilities for carrying out fast and thorough investigations, either on board or offshore. For any questions, just contact our maritime experts.

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WHEN YOU NEED TO BE SURE

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ASBESTOS ON BOARD

Safety first! Making the shipping industry as safe as possible: that's the aim of the International Maritime Organization (IMO), the UN body for maritime affairs. Among other things, this has involved setting up the SOLAS International Convention for the Safety of Life at Sea, and coming soon the Hong Kong international convention for the safe and environmentally sound recycling of ships. These conventions involve different obligations that you as a ship/shipyard owner or shipping company are subject to. One of these is the inventory of hazardous materials (IHM), a key part of which is asbestos detection.

Since 2002, the use of asbestos on ships has been forbidden, and yet it is still regularly detected. The national differences in legislation and regulation regarding asbestos raise many questions. How should we interpret these rules exactly? Who is responsible for asbestos detection? And how do we ensure that asbestos in the maritime sector remains manageable and affordable?

In this folder, we provide an overview of the rules and responsibilities concerning asbestos on ships.

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ASBESTOS ON BOARD

RULES AND PRACTISES: FOR SHIPYARDS



INTERNATIONAL LEGISLATION AND REGULATION

The International Maritime Organization (IMO) drew up the SOLAS convention in 1974: an international convention for the safety of life at sea. It describes the requirements seagoing vessels must comply with in terms of construction and fitting. One of the guidelines in the SOLAS convention forbids fitting new asbestos-containing material (ACM) to seagoing vessels.

Hong Kong convention and EU regulation

In 2009, the IMO drew up the Hong Kong convention, which has not yet come into force. The aim of this convention is that neither ships nor offshore platforms being recycled should constitute an unnecessary risk for people or the planet. It contains, for example, the rules for dismantling ships. Within the European Union, a similar regulation came into force in 2013. Both require an Inventory of Hazardous Materials (IHM) of each ship.

Inventory of Hazardous Materials (IHM)

An IHM provides insight into the presence of hazardous materials on board of a ship, and the materials or substances concerned as well as the quantities. Examples include materials and substances that contain asbestos, ceramic fibres, mercury, lead or PCBs. An IHM reveals the properties of the hazardous materials used.

ASBESTOS

One of the materials found on board ships that possesses the greatest risk to long-term health is asbestos. It is used, for instance, in fire blankets, insulation material, ropes, brake linings, ceiling cladding and electrical fuses.

An asbestos inventory provides greater clarity about the presence of asbestos on a ship, which types it involves, at which locations the applications are found and their condition. Such investigations also reveal possible associated health risks.

ASBESTOS LEGISLATION IN THE NETHERLANDS

The SOLAS convention that forbids fitting new asbestos-containing materials also applies in the Netherlands, where contracting or carrying out activities on a ship is required to carrying out an asbestos inventory. Ships that are (being) built under the Dutch flag, the concerned shipyard is responsible for ensuring an asbestos survey is carried out.

In terms of foreign vessels, this depends on the nature of the proposed activities at a Dutch shipyard and the ship's year of construction. In this case, the owner is responsible for ensuring the asbestos inventory is carried out correctly.

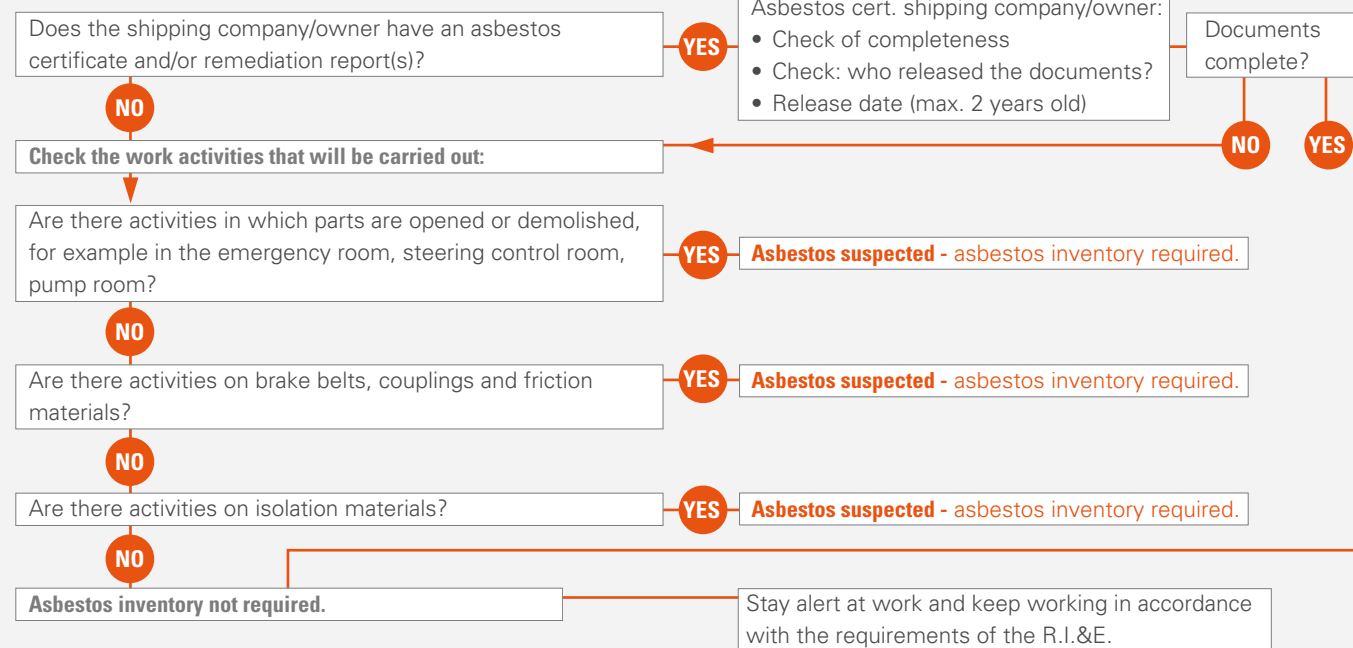
Ship owners, shipping companies and shipyards must take account of this. Depending under which flag the ship sails, it may be subject to specific laws.

IN SHORT: EVERY SCENARIO IS SUBJECT TO CERTAIN RULES AND ACTIONS. ON THE FOLLOWING PAGES, YOU WILL FIND A CLEAR OVERVIEW.

ASBESTOS SUSPECTED? THE PROCESS:

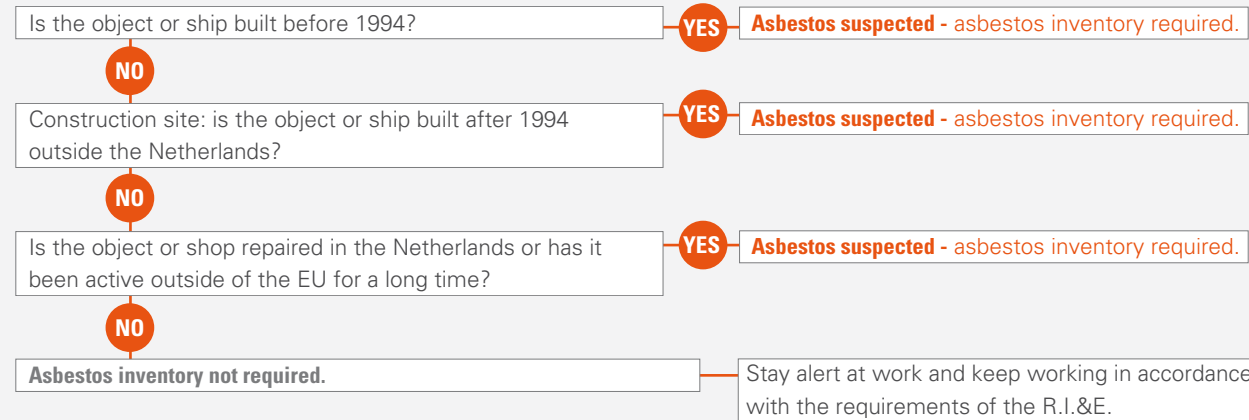
INVENTORY:	During construction or refurbishment of a Dutch ship, an asbestos inventory must always be carried out by an independent, accredited company or person. Does the inventory actually reveal the presence of asbestos? Then direct removal is often necessary. In some cases, the ship owner or shipping company is also legally obliged to carry out a Risk Assessment & Evaluation (RI&E).
REMOVAL:	Asbestos-containing materials are removed by a certified company.
FINAL CHECK:	After asbestos removal, a check is carried out on the final result by an accredited laboratory. During this final test, a specialist lab technician checks whether the area can be accessed safely without protective gear.
RELEASE:	Can the space be accessed safely? Then you can be assured of an asbestos-free vessel.

ASBESTOS CERTIFICATE AND/OR REMEDIATION REPORT(S)



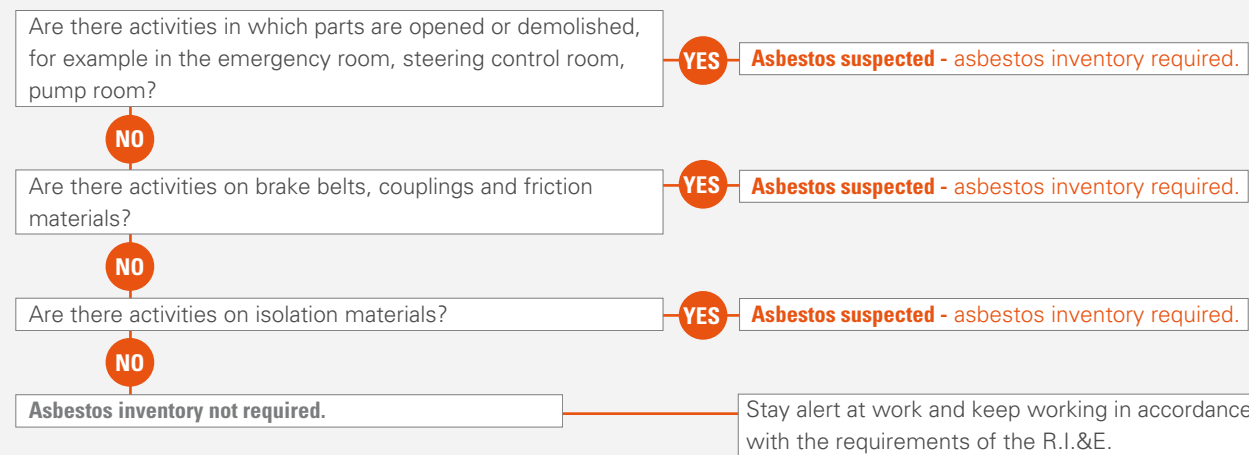
ASBESTOS IS PRESENT OR PRESUMABLY PRESENT

Preliminary research into the data of an object or vessel. Check the details of the ship in an independent and timely registry:

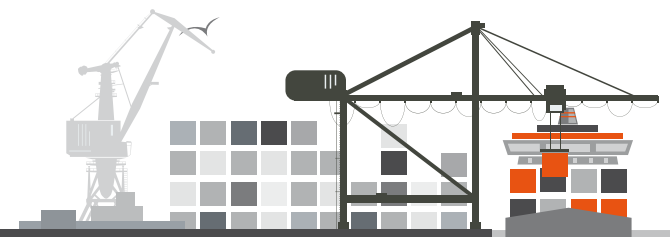


ASBESTOS SUSPECTED SHIP

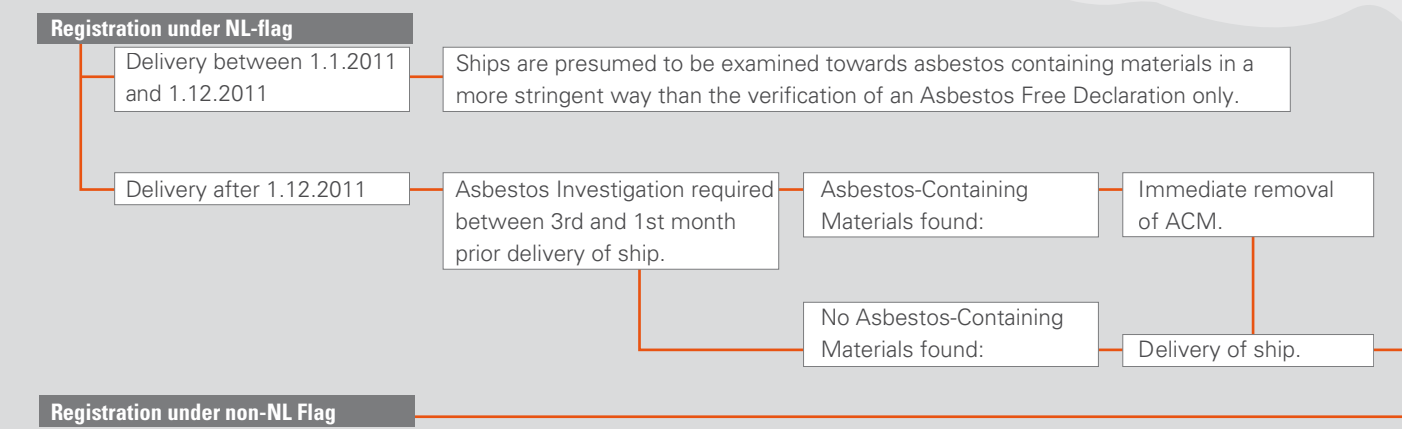
Check the work activities that will be carried out:



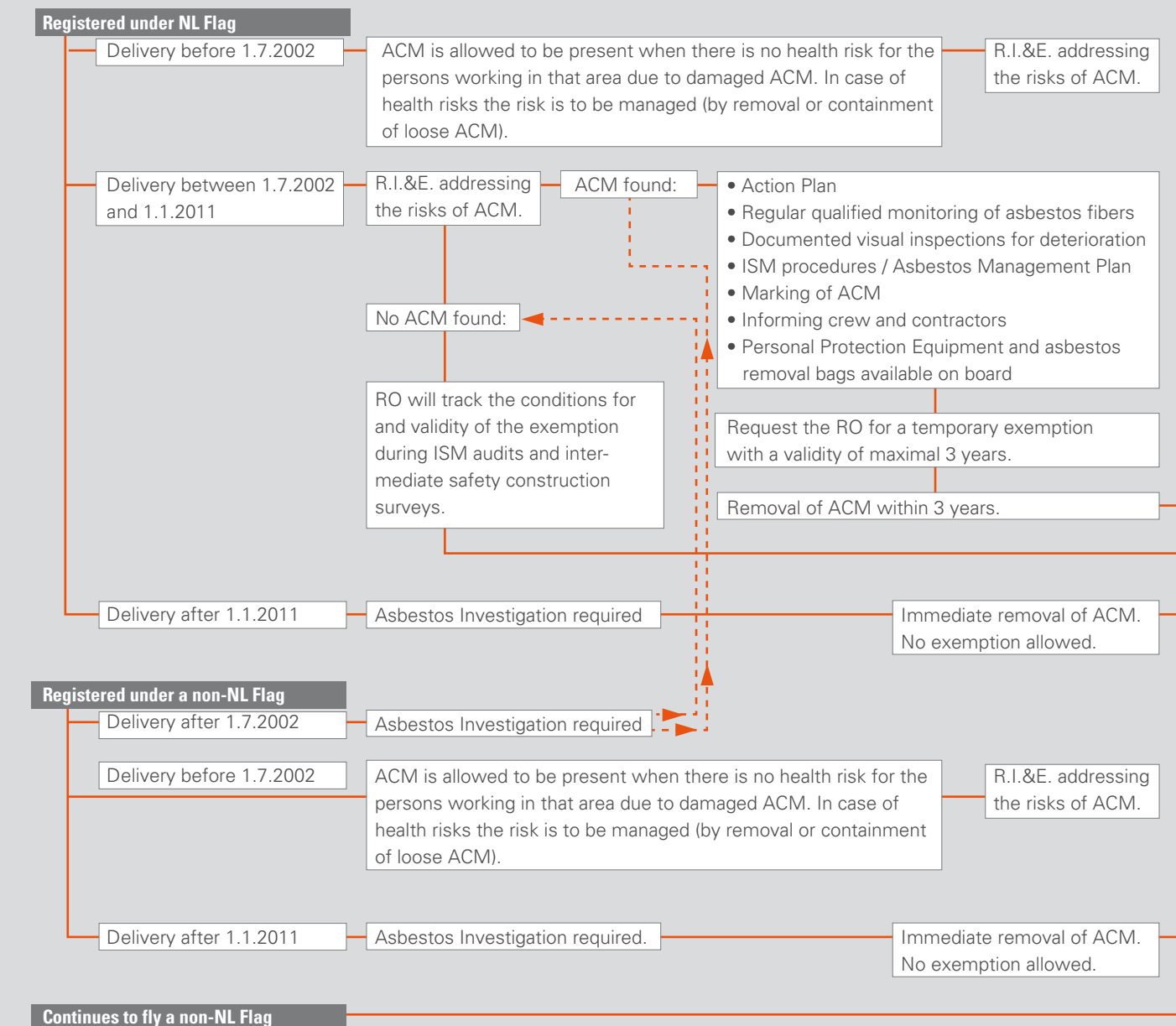
RULES AND PRACTISES: FOR SHIP OWNERS AND SHIPPING COMPANIES



NEWBUILD SHIP: BUILT UNDER NL FLAG OR NON-NL FLAG



EXISTING SHIP



FOR SHIP OWNERS AND SHIPPING COMPANIES FOR SHIPYARDS