

# Appendix 3B

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## Ship Receiving Procedure

## SHIP RECEIVING PROCEDURE

### General principles

- i. The International Maritime Organization recommended a global instrument be put in place to ensure global prohibition on the application of Tributyl tin based paint which acts as biocides in anti-fouling ships by January 1, 2003 and a complete prohibition on the presence of the Tributyl tin based paint which acts as biocides in antifouling systems on ships by January 1, 2008.
- ii. Application or removal of Tributyl tin based antifouling paint coatings at shipyards or dockyards produces Tributyl tin containing wastewater and waste. The operation of a floating dock generates and discharges wastewater such as hull wash water.
- iii. In Hong Kong, the discharge and disposal of these wastewater and waste are subject to control under the Water Pollution Control, the Waste Disposal Ordinance and their subsidiary regulations. Under this legislation, operations of shipyards or dockyards should apply to Environmental Protection Department for a licence if they discharge wastewater and for registration as chemical waste producers if they produce chemical wastes.
- iv. All antifouling paints are considered as pesticides and are subject to regulatory control under the Pesticides Ordinance. For the use of any Tributyl tin based antifouling paint, a permit issued by Agriculture and Fisheries Department under the Pesticides Ordinance is required.
- v. The locations where Yiu Lian Floating Docks are moored fall within the boundary of the North Western Water Control Zone and Western Buffer Water Control Zone declared under the Water Pollution Control Ordinance.
- vi. In order to preclude the possibility of conflicting the Ordinances being given by Environmental Protection Department and Agriculture, Fisheries and Conservation Department, guidelines are needed to put in place in order to ensure prohibition and restriction on the application of Tributyl tin based paint in the yard.

## Ship receiving procedure

The following procedure is intended to provide general guidelines for screening of ships to enter the repairing yard without such Tributyl tin based paint when the IMO convention of prohibiting on the presence of Tributyl tin based paint on ships comes into force.

### 1. Exchange of information

Because of the possibility of a ship bearing such Tributyl tin based paint, before a ship enters the yard there should be an exchange of information as necessary on whether the ship is coated on her hull or external parts or surfaces with Tributyl tin based paint. A dedicated staff will be responsible for collecting the relevant information on the paint history of the ship from the ship owner or the authorized agent. He will conduct an initial check that the ship has no history of using Tributyl tin based paint. A standard checklist will be developed for the purpose. After receiving the recommendation from his staff, the responsible Commercial Manager should satisfy himself by reviewing the completed checklist and conducting necessary discussions with his staff that there is sufficient evidence that ship has no history of using Tributyl tin based paint and can be received.

### 2. If a ship carries a Declaration on Anti-fouling Systems signed by her owner or authorized agent by virtue of IMO practice. A copy of the Declaration is to be recorded in the Commercial Department and the Declaration should accompany by appropriate documentation such as a paint receipt or contractor invoice.

### 3. Refusal of receiving ship bearing Tributyl tin based paint

In the case of any ship which reported to has borne such Tributyl tin based paint on her hull or external parts or surfaces, the responsible Commercial Manager should cease working on receiving such request for repairing or docking.

### 4. Preparation for work

Before the ship enters the yard the commercial manager should provide the responsible Engineer Manager, through the checklist, the declaration or a job order, with details of the painting schedule.

### 5. Agreed painting schedule

On the basis of the information exchanged, an agreed painting schedule should be made between the responsible ship representative and the yard superintendent covering the following:

- i. Ship's name, dock, date and time
- ii. Name and signature of ship representative and yard superintendent
- iii. Information on former paints and number of coat

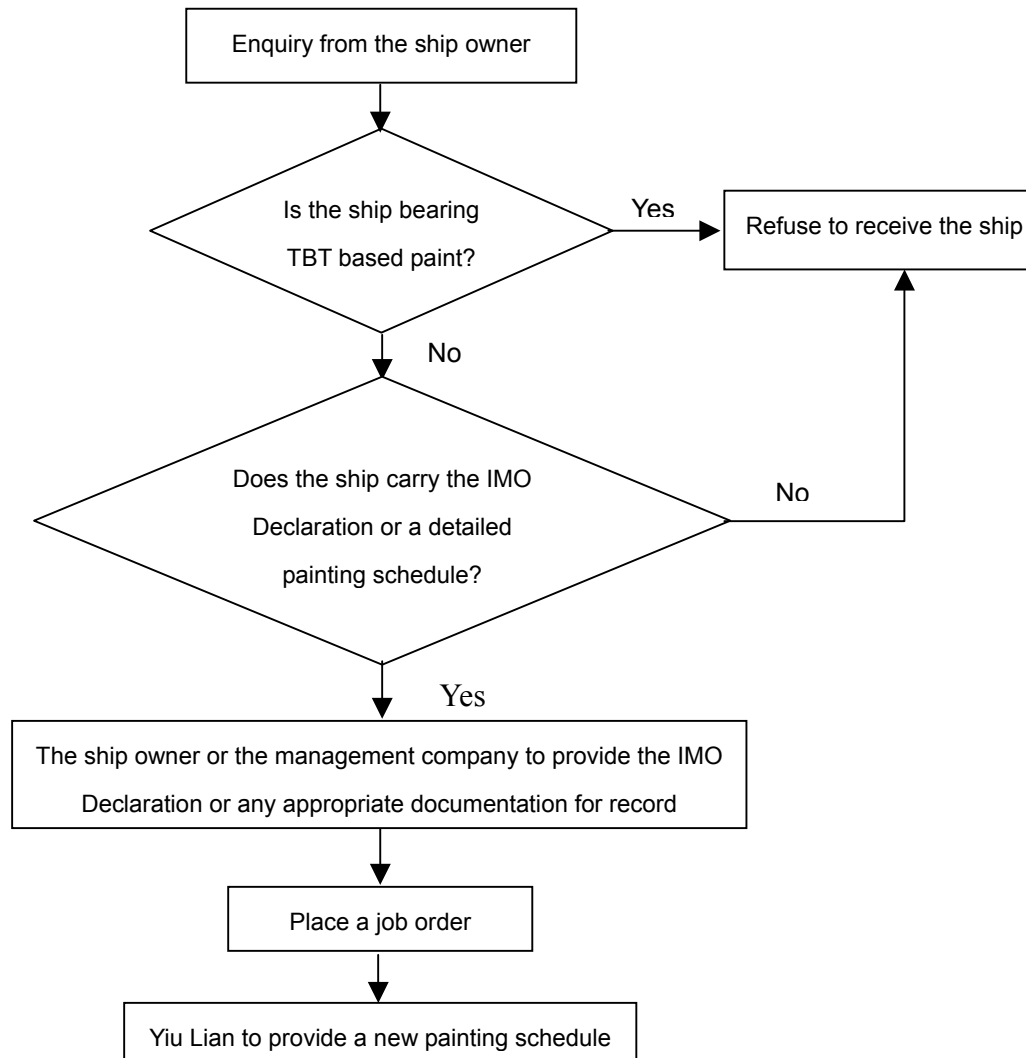
- iv. Application of new painting schedule covering the painting area, grade of de-rusting, paint and number of coat
- v. The agreed painting schedule should include the expected dry film thickness and cured time.

**INVOLVED PARTY**

DOCKYARD'S COMMERCIAL  
DEPARTMENT & SHIPOWNER  
OR MANAGEMENT COMPANY

DOCKYARD'S ENGINEERING  
DEPARTMENT & SHIPOWNER  
REPRESENTATIVE

**SHIP RECEIVING PROCEDURE**



**TIME LINE**

