

PUBLICLY  
AVAILABLE  
SPECIFICATION

**ISO/PAS  
30002**

First edition  
2009-06-15

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**Ships and marine technology — Ship  
recycling management systems —  
Guidelines for selection of ship recyclers  
(and pro forma contract)**

*Navires et technologie maritime — Systèmes de management de  
recyclage pour navires — Lignes directrices pour la sélection des  
recycleurs pour navires (et modèle de contrat)*

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Reference number  
ISO/PAS 30002:2009(E)

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Published in Switzerland

## Foreword

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International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

In other circumstances, particularly when there is an urgent market requirement for such documents, a technical committee may decide to publish other types of document:

- an ISO Publicly Available Specification (ISO/PAS) represents an agreement between technical experts in an ISO working group and is accepted for publication if it is approved by more than 50 % of the members of the parent committee casting a vote.
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An ISO/PAS or ISO/TS is reviewed after three years in order to decide whether it will be confirmed for a further three years, revised to become an International Standard, or withdrawn. If the ISO/PAS or ISO/TS is confirmed, it is reviewed again after a further three years, at which time it must either be transformed into an International Standard or be withdrawn.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO/PAS 30002 was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*.

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# Ships and marine technology — Ship recycling management systems — Guidelines for selection of ship recyclers (and pro forma contract)

## 1 Scope

This Publicly Available Specification provides guidance which a shipowner should follow when selecting a ship recycling facility.

In order to ensure as far as possible that vessels are recycled in a safe and environmentally sound manner, shipowners should carefully consider ship recycling facilities to which they wish to sell their ships, and it is therefore important that ship recycling facilities provide certain objective information to assist in this selection process. Ship recycling facilities that are unwilling to provide this information on request by the shipowner should therefore not be considered.

Since the shipowner may not be able to verify the information given, it is the sole responsibility of the ship recycling facilities to ensure that it is correct. However, it is important that shipowners be critical in their consideration of any such information, and they should not consider facilities that publish obviously false information, or those where other data make it apparent that the information supplied does not reflect reality.

This Publicly Available Specification applies to the process of selecting a ship recycling facility and the use of a pro forma contract only and does not consider other aspects of ship recycling. Such aspects are covered by other standards of the ISO 30000 series.

This Publicly Available Specification is applicable to any shipowner who wishes to:

- a) select a ship recycling facility in order to carry out safe and environmentally sound ship recycling,
- b) demonstrate conformity with the ISO 30000 series,
- c) assure themselves that the ship recycling facility chosen is in conformity with the ISO 30000 series.

It is intended to be used by shipowners when selecting a ship recycling facility as guidelines only.

## 2 Normative references

No normative references are cited. This clause is included to enable numeric consistency and comparison with similar ISO standards.

## 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

### 3.1

#### **hazard (hazardous material)**

source, situation (or item, element, substance) with a potential for harm in terms of human injury or ill health, both short and long term, damage to property, damage to the environment, or a combination of these

**3.2**

**IMO Convention**

document produced by the International Maritime Organization titled “IMO Convention for the safe and environmentally sound recycling of ships”

NOTE Considered valid when available and approved by the IMO (but not necessarily entered into force).

**3.3**

**letter of compliance**

non-convention certificate

statement of compliance

document issued by a “Recognized Organization (RO)” or classification society confirming compliance with a convention although the relevant authority is not a party to the convention

**3.4**

**safety**

arrangements, conditions and working environment such that all conditions and factors that affect the well-being of employees, temporary workers, contractor personnel, managers, visitors and any other person in the workplace or its surroundings are in accordance with required domestic and international standards for occupational health and safety performance, and such that there is no unacceptable risk of harm, or some higher standard as specified in the policy, targets or objectives

**3.5**

**ship**

vessel of any type, size or construction that has operated or been used in a marine environment and is to be recycled in a facility according to the ISO 30000 series

**3.6**

**shipowner**

person, persons or company registered as the owner of a ship or, in the absence of registration, person, persons or company owning a ship

NOTE The term also includes those who have ownership of the ship for a limited period pending its sale to a recycling facility.

**3.7**

**(ship recycling) facility**

defined area, site, yard or facility, including the organization that manages it, used for the recycling of ships that must comply with the ISO 30000 series

**4 Information a shipowner should consider when selecting a ship recycling facility**

**4.1 General requirements**

All information supplied by ship recycling facilities shall be objective and correct, and any ship recycling yards that do not wish to make this information available should not be considered by the shipowner for recycling of a ship.

**4.2 Minimum information that should be available when selecting a ship recycling facility**

A shipowner should, as a minimum, have the following information available when considering a ship recycling facility:

- a) name of ship recycling facility;
- b) full address of ship recycling facility;
- c) communication details;

d) ship recycling facility's capacity in terms of the following:

- 1) maximum light deadweight ton (LDT) per ship;
- 2) maximum length overall (LOA);
- 3) maximum beam;
- 4) maximum draft.

A shipowner should, as a minimum, obtain sufficient information to answer the following questions:

- Is the ship recycling facility in compliance with the IMO Convention either by operating in a state that is a party to the IMO Convention or through a letter of compliance (3.3)?
- Is the ship recycling facility approved by a national organization? If so, what are the name and contact details of the organization?
- Is the ship recycling facility ISO 30000 certified? If so, what are the name and contact details of the certifying body?
- Is the ship recycling facility authorized to recycle the type of ship that the shipowner wishes to recycle (tanker, reefer, gas carrier, passenger ship etc.)?
- Which of the following methods are used by the ship recycling facility?
  - slipway
  - afloat
  - dry
- Does the ship recycling facility have a formalized system for gas testing of enclosed spaces?
- Does the ship recycling facility carry out gas tests on arrival?
- Does the ship recycling facility carry out gas tests before start of cutting in each enclosed space?
- Is personal protective equipment (PPE) for workers supplied, and if so, is it used?
- Are proper health and safety training programmes in operation?
- Are facility accident statistics available?
- Does the ship recycling facility conduct any formal environmental statement or impact assessment of the facility?
- Is an environmental management system (EMS) in operation?
- Is a hazardous waste reception, treatment and storage system in operation?
- Is an emergency preparedness and response system in operation?
- Are regional or national regulations in place?
- Are International Labour Organization (ILO) guidelines in operation?
- Is a recycling facility management plan in operation?

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- Does the ship recycling facility issue a statement of completion?
- Does the ship recycling facility request an inventory of hazardous materials from the ship?
- Does the ship recycling facility produce a ship recycling plan?
- Are proper medical (including first aid) facilities in operation?

### **4.3 Selection of ship recycling facility**

When selecting a ship recycler, the shipowner should carefully consider all information available and, as a minimum, ensure that the ship recycling facility has made its comments to all of the questions mentioned in 4.2. Furthermore, the shipowner should consider the following, as far as is reasonable and practical:

- a) the working practices and facilities in the ship recycling yard(s) in question, including their ability to safely handle and control the waste management stream, including temporary storage, transport and final disposal of any hazardous and potentially hazardous or environmentally harmful products that may be present in the ship such as asbestos, PCBs, halons, petroleum products and other residues;
- b) the provision of appropriate and sufficient personal protection and safety equipment;
- c) other information such as safety records, training programmes for workers and assessment of the work quality;
- d) the environmental, health and safety benefits of towing a vessel to the yard, fully cleaned and certified to be free of oil, tank residues and other potentially hazardous and toxic material;
- e) if the ship recycling facility is not authorized to handle any of the materials mentioned below, the possibility, prior to handing over the vessel for recycling, of:
  - 1) the removal and safe disposal of asbestos;
  - 2) the discharge of halon to an approved facility and the use of portable and returnable fire-fighting equipment for the final voyage to the recycling site;
  - 3) the cleaning and certification of all tanks, except the necessary fuel tanks for the final voyage, to full hot-work and entry standards;
- f) providing advice on the nature of any hazardous materials on board, as indicated in the inventory of hazardous materials, and on correct handling and disposal methods (if required);
- g) that gas free for hot-work provisions is included in the contract of sale and that the recycling facility conducts gas freeing in its operation.

Ship recycling facilities that are ISO 30000 certified or comply with the IMO Convention, in its latest version, by having the document of authorization or compliance, should be given preference when selecting a ship recycling facility.

### **4.4 Pro forma contract**

Shipowners and ship recycling facilities should use a ship recycling sale and purchase contract, such as DEMOLISHCON, the BIMCO standard contract, in order to ensure that full account is taken of all relevant environmental, health and safety considerations.



#### 4.5 Reporting to flag state

As soon as possible after delivery of the ship to the ship recycling facility, owners should inform their flag administration that they have taken steps in accordance with this standard and request appropriate acknowledgement.

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