INTERNATIONAL STANDARD

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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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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

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.

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

This second edition cancels and replaces the first edition (ISO 30002:2010), which has been technically revised.

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

1 Scope

This International Standard provides guidance to shipowners in the selection of a ship recycling facility.

In order to ensure as far as possible that vessels are recycled in a safe and environmentally sound manner, shipowners need to consider to which ship recycling facilities 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 cannot be objectively assessed.

Since the shipowner might not be able to verify the information given, it is the sole responsibility of the ship recycling facilities to ensure that such information is correct. However, it is important that shipowners be critical in their consideration of any such information, and aware that some facilities might publish obviously false information or give contradictory data that make it apparent that the information supplied does not reflect reality. In such cases the facilities cannot be objectively assessed.

It applies to the process of selecting a ship recycling facility and the use of a pro forma contract. It does not consider other aspects of ship recycling which are covered by other standards of the ISO 30000 series.

This International Standard is applicable to shipowners who wish

a) to select a ship recycling facility in order to carry out safe and environmentally sound ship recycling,

b) to demonstrate conformity with the ISO 30000 series, and

c) to ensure themselves that the ship recycling facility chosen is in conformity with the ISO 30000 series.

This International Standard does not limit shipowners to selling to or recycling at facilities that have ISO 30000 certification.

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
Hong Kong Convention
document produced by the International Maritime Organization titled “Hong Kong International 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, the person or persons or company owning the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship.

NOTE The term also includes those who have ownership of the ship for a limited period pending its sale or handing over 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 facility that does 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

If the ship recycling facility is in compliance with the Hong Kong Convention either through authorization in a state that is a party to the Hong Kong Convention or through a letter of compliance (3.3), the information in this subclause can be provided, e.g. by a copy of the ship recycling facility plan.

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) whether the ship recycling facility is authorized to recycle the type of ship that the shipowner wishes to recycle (tanker, reefer, gas carrier, passenger ship etc.)

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

1) maximum light displacement tonnage (LDT) per ship;

2) maximum length overall (LOA);

3) maximum beam;

4) maximum draft.

A shipowner should obtain sufficient information through answers to the following questions:

— Does the ship recycling facility request an inventory of hazardous materials from the ship?

— Does the ship recycling facility produce a ship recycling plan?

— Is the ship recycling facility ISO 30000 certified? If so, what are the name and contact details of the certifying body?

— Which of the following methods are used by the ship recycling facility?

  — slipway

  — afloat

  — dry

  — beaching

— Does the ship recycling facility carry out gas tests on arrival?

— Does the ship recycling facility carry out gas tests before entering enclosed spaces and ensure that they are gas free for hot works conditions before start of cutting in each enclosed space? Is personal protective equipment (PPE) for workers supplied, and if so, is it used?

— Are proper medical (including first aid) facilities available?

— 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 International Labour Organization (ILO) guidelines in operation?

— Does the ship recycling facility issue a statement of completion of ship recycling?

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 facility(ies) 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, polychlorinated biphenyls (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) 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, PCBs, CFCs, and anti-fouling compounds and systems.

   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;

e) that safe for hot-work and safe-for-entry provisions are available and that the recycling facility conducts gas freeing in its operation.

Ship recycling facilities that are ISO 30000 certified and/or comply in compliance with the Hong Kong Convention and its guidelines either through authorization or a letter of compliance (3.3) 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 RECYLECON, the Baltic and International Maritime Council [(BIMCO) https://www.bimco.org] 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 International Standard and request appropriate acknowledgement.