
**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.

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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 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).