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Ships and marine technology — Ship recycling management systems — Information control for hazardous materials in the manufacturing chain of shipbuilding and ship operations

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National foreword

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Ships and marine technology — Ship recycling management systems — Information control for hazardous materials in the manufacturing chain of shipbuilding and ship operations

*Navires et technologie maritime — Systèmes de management du
recyclage des navires — Contrôle des informations sur les matières
dangereuses intervenant dans la chaîne de construction du navire et
durant le service du navire*



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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 30005 was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*.

This first edition of ISO 30005 cancels and replaces the first edition ISO/PAS 30005:2010.

Introduction

This International Standard has been developed in response to demand from industry for a ship recycling standard.

This International Standard is based on the methodology known as Plan-Do-Check-Act (PDCA). PDCA can be described as follows.

- Plan: establish the objectives and processes necessary to deliver results in accordance with the organization's ship recycling policy.
- Do: implement the processes.
- Check: monitor and measure processes against recycling policy, objectives, targets, legal and other requirements, and report results.
- Act: take actions to continually improve performance of the recycling management system.

Ships and marine technology — Ship recycling management systems — Information control for hazardous materials in the manufacturing chain of shipbuilding and ship operations

1 Scope

This International Standard provides guidance for the management, communication, and maintenance of information in an effective, standardized, and compatible manner in accordance with the requirements of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

MEPC.197(62), *Guidelines for the development of the inventory of hazardous materials*

SR/CONF/45, *Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009*

ISO/IEC 17025, *General requirements for the competence of testing and calibration laboratories*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in SR/CONF/45, MEPC.197(62), and the following apply.

3.1

upstream supplier

supplier which provides goods to a downstream supplier

3.2

downstream supplier

supplier which manufactures finished components, products or materials of any kind providing them to a customer for its final use or application

3.3

existing ship

not a new ship

3.4

new ship

ship for which

- a) the building contract is placed on or after the date on which the Hong Kong Convention enters into force,
or

- b) in the absence of a building contract, the keel is laid, or which is at a similar stage of construction, six months or more after the date on which the Hong Kong Convention enters into force, or
- c) the delivery is 30 months or more after the date on which the Hong Kong Convention enters into force

3.5
new installation
installation of systems, equipment, insulation, or other material on a ship after the date on which the Hong Kong Convention enters into force

3.6
hazardous material
HazMat
material or substance which is liable to create hazards to human health and/or the environment

4 Information management

4.1 General requirements

Information of hazardous material (HazMat) present on board ships is collected and managed in the form of an inventory of hazardous materials (IHM). Although the information gathering process differs between new and existing ships, in order to control the use of hazardous materials the person responsible shall

- a) ensure that prohibitions and/or restrictions for the installation or use of hazardous materials listed in Appendix 1 of the Hong Kong Convention, SR/CONF/45, on board ships are considered, and
- b) prohibit and/or restrict the installation or use of such materials on ships, whilst in ports, newbuilding shipyards, ship repair yards, or offshore terminals, and
- c) take effective measures to ensure that ships comply with those requirements.

The control of hazardous materials information for ships shall be done by continuous maintenance and periodical checks of Inventory of Hazardous Materials (IHM). Each ship shall have on board a verified/certified Inventory of Hazardous Materials (IHM).

4.2 Inventory of hazardous materials (IHM) requirements policy

The Inventory of Hazardous Materials (IHM) shall consist of three different parts, namely Part I, Part II and Part III and be specific to each ship.

- a) Part I lists materials contained in ship structure or equipment. Materials which include hazardous materials listed in Tables A.1 and A.2 are listed in Part I. Once prepared and certified, it shall be maintained during the whole life cycle of a ship.
- b) Part II lists operationally generated wastes. Items listed in Table B.1 correspond to Parts II and III of the IHM. It shall be developed prior to or at the latest at final voyage, when a ship is destined to be recycled.
- c) Part III includes potentially hazardous materials that are listed in Tables B.1 and B.2, in stores and items excluded from IHM Part I falling under the exclusions of Table B.2. It shall be developed prior to or at the latest at final voyage, when a ship is destined to be recycled.

The related hazardous materials that can be found on board, including their location and quantity, are grouped in Tables A.1 and A.2, and Tables B.1 and B.2.

- 1) Table A.1 materials contained in ship parts, equipment and systems shall be listed in the IHM Part I for new and existing ships (see Annex A).

- 2) Table A.2 materials contained in ship parts, equipment and systems shall be listed in the IHM Part I for new ships and new installations. For existing ships, listing of these materials is voluntary (see Annex A).
- 3) Table B.1 (potentially hazardous items) includes items which are potentially hazardous to the environment and/or human health and shall be listed in IHM Parts II and III during preparations for recycling (see Annex B).
- 4) Table B.2 (regular consumable goods potentially containing hazardous materials) comprises goods which are not specifically designed for shipboard applications and can also be widely found in normal household applications. Those items shall be listed in IHM Part III during preparations for recycling (see Annex B).

Table 1 — The Inventory — Categorization and applicability

Scope of the Inventory of Hazardous Materials (IHM)	Shipbuilding and operating	Preparation prior to recycling	
	Part I ^b Structure and equipment	Part II ^{ab} Operative wastes	Part III ^{ab} Stores
Table A.1 ^c materials Mandatory for new ships and new installations, and existing ships	X		
Table A.2 ^c materials Mandatory for new ships and new installations; voluntary for existing ships	X		
Table B.1 ^{bc} Potentially hazardous items		X	X
Table B.2 ^c Regular consumer goods potentially containing hazardous materials	List of exclusions		X
^a Applicable only directly prior to recycling/last voyage. ^b Operational relevant goods like lubricating oil, anti-seize compounds or grease, which are applied to keep normal performance of gear, equipment, and machinery present in small amounts do not fall under the scope of IHM Part I. ^c Tables A.1, A.2, B.1 and B.2 correspond to Tables A, B, C and D in MEPC.197(62) and are reproduced here with permission.			

The preparation of IHMs for new and existing ships differs.

For existing ships

- a) IHM Part I shall be prepared under the responsibility of the shipowner at an early stage and at the latest directly prior to recycling of the respective vessel,
- b) Table A.1 materials shall be listed in the IHM Part I for existing ships,
- c) listing of Table A.2 materials is voluntary but should be listed as far as practicable, and
- d) listing of Table A.2 materials is obligatory for any installation after the initial preparation of the inventory.

For new ships

- e) IHM Part I shall be prepared at the design and construction stage by the shipyard and be delivered together with the ship, and
- f) Tables A.1 and A.2 materials shall be listed in the IHM for new ships and new installations.