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**Conference of the Parties to the Basel Convention
on the Control of Transboundary Movements of
Hazardous Wastes and Their Disposal**
Eighth meeting
Nairobi, 27 November–1 December 2006
Item 6 (f) of the provisional agenda*
**Implementation of the decisions adopted by the Conference
of the Parties at its seventh meeting: Ship dismantling**

**Report of the Working Group on Ship Recycling established
by the fifty-fifth session of the Marine Environment Protection
Committee of the International Maritime Organization**

Note by the Secretariat

Attached to the present note is the report of the working group on ship recycling which met during the fifty-fifth session of the Marine Environment Protection Committee of the International Maritime Organization (IMO) on 9-12 October 2006 transmitted by the Secretariat of the IMO to the eighth meeting of the Conference of the Parties to the Basel Convention for information purposes only.

* UNEP/CHW.8/1.

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INTERNATIONAL MARITIME ORGANIZATION



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MARINE ENVIRONMENT PROTECTION
COMMITTEE
55th session
Agenda item 3

MEPC 55/WP.5
12 October 2006
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RECYCLING OF SHIPS

Report of the Working Group on Ship Recycling

General

The Working Group on Ship Recycling met from 9 to 12 October 2006 under the chairmanship of Mr. Jens Hønenning Koefoed (Norway).

2 The Group was attended by delegations from:

BAHAMAS	LIBERIA
BANGLADESH	MALTA
BELGIUM	MARSHALL ISLANDS
BRAZIL	NETHERLANDS
CANADA	NORWAY
CHILE	PANAMA
CHINA	POLAND
CYPRUS	PORTUGAL
DENMARK	REPUBLIC OF KOREA
FINLAND	RUSSIAN FEDERATION
FRANCE	SINGAPORE
GERMANY	SOUTH AFRICA
GREECE	SPAIN
INDONESIA	SWEDEN
INDIA	TURKEY
IRAN (ISLAMIC REPUBLIC OF)	UNITED KINGDOM
IRELAND	UNITED STATES
JAPAN	VENEZUELA

by representatives from the following United Nations specialized agencies:

UNITED NATIONS ENVIRONMENT PROGRAMME (UNEP) (SECRETARIAT OF
THE BASEL CONVENTION)
INTERNATIONAL LABOUR ORGANIZATION (ILO)

by observer from the following intergovernmental organization:

EUROPEAN COMMISSION (EC)

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and by observers from the following non-governmental organizations:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
 INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)
 INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS (ICFTU)
 BIMCO
 INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
 FRIENDS OF THE EARTH INTERNATIONAL (FOEI)
 COMMUNITY OF EUROPEAN SHIPYARDS' ASSOCIATIONS (CESA)
 INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS
 (INTERTANKO)
 INTERNATIONAL PARCEL TANKERS ASSOCIATION (IPTA)
 GREENPEACE INTERNATIONAL
 INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS (INTERCARGO)
 INTERFERRY

Terms of Reference

3 Taking into consideration submissions by Members and comments made in Plenary, the Working Group on Ship Recycling was instructed to:

- .1 further develop the text of the draft International Convention for the Safe and Environmentally Sound Recycling of Ships on the basis of document MEPC 55/3/2 (Norway), taking into account comments made during plenary and proposals in documents: MEPC 55/3 (Secretariat), MEPC 55/3/6 (Japan), MEPC 55/3/7 (Greenpeace), MEPC 55/3/8 (Japan), MEPC 55/3/11 (Secretariat of the Basel Convention), MEPC 55/3/12 (India), MEPC 55/3/14 (France), MEPC 55/3/15 (CESA), MEPC 55/3/16 (ICS and cosponsoring industry Associations), MEPC 55/3/17 (ILO), and MEPC 55/INF.12 (ICS);
- .2 further develop guidelines for ship recycling facilities taking into account comments made during plenary and proposals in documents annex 2 to MEPC 55/3/2 (Norway), MEPC 55/3/3 (ISO) and MEPC 55/3/4 (France);
- .3 further develop the text of the draft Guidelines for the development of the Inventory of Hazardous Materials on the basis of document MEPC 55/3/1 (Japan and Germany), taking into account comments made during plenary and proposals in documents MEPC 55/3/5 (Germany), MEPC 55/3/9 (Japan), MEPC 55/3/10 (Secretariat of the Basel Convention), MEPC 55/3/13 (IACS), and MEPC 55/3/15 (CESA);
- .4 consider the need for a possible third meeting of the Joint ILO/IMO/BC Working Group in 2007;
- .5 consider the need for an intersessional correspondence group to further develop the second draft of the Convention and to continue with the development of the Guidelines, and if so, develop draft Terms of Reference for such a group;
- .6 consider the need for an intersessional working group and its envisaged size, to be held prior to MEPC 56 to prepare the third draft of the Convention and to continue with the development of the Guidelines; and if so, consider the timing and venue

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of the intersessional meeting, and develop draft Terms of Reference for such a meeting; and

.7 submit a written report to Plenary on Thursday, 12 October 2006.

4 The Group in view of the limited time decided not to introduce each document before discussing each issue, but instead that documents should be introduced during the discussion. It was subsequently agreed that documents pertaining to issues not discussed in the group due to lack of time would be retained for later discussion.

Further development of the text of the draft Convention

5 As instructed by the Committee, the Working Group used document MEPC 55/3/2 by Norway as a basis of its consideration, including the layout of articles and regulations, taking into account comments made during plenary and proposals in relevant documents submitted to this session.

6 Article 3: The Group discussed increasing the proposed 400 GT lower limit of application of the Convention and also aligning the Recycling Certificate to the International Oil Pollution Prevention Certificate, as opposed to the Safety Construction Certificate presently envisaged in regulation B-I-4. The group did not reach a final conclusion as to how best to deal with this question although it was agreed to place all references to the Safety Construction Certificate in square brackets.

7 Article 3: The delegate of the United States explained that the inclusion of purely domestic shipping in the application of the Convention would create a heavy workload and burden to the Administration and taking into consideration that such ships would be recycled domestically, proposed to exclude these ships from the Convention. Following extensive discussion most of the delegations opposed the proposal as it was perceived that it would create a potential loophole. The United States delegation agreed to submit language clarifying the application of the Convention only to vessels engaged in international voyages, and avoiding the creation of a loophole for deliberation at a future session.

8 Article 7: The Group agreed that the intention of Article 7 is to exclude the exchange of information which is protected by national or international law.

9 Article 8: The United Kingdom indicated a need for a new Article on inspection of facilities, or a relevant insertion into Article 6.

10 Articles 8, 9 and 10: Cyprus supported by a number of other delegations suggested that Article 9 should not deal with any violations by ships which may have occurred in the past. The Group agreed that this issue should be further considered by the Correspondence Group or intersessional Working Group.

11 Article 12: The Group considered splitting Article 12 in two parts, one dealing with communication of information regarding ships and the second one dealing with recycling facilities. This was left for future consideration.

12 Article 12: The Group considered whether the information required under this article should be communicated to the Organization annually. However, no agreement was reached because it was recognized that some of the information may be best provided at different intervals.

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13 Article 13: The Group agreed that the introduction of this Article dealing with technical assistance was a positive step.

14 Article 13*bis*: There was an extensive discussion which concluded that a provision is missing from this article regarding auditors being able to check actual recycling facilities. The United Kingdom delegation noted its intent to revert to the Correspondence Group.

15 The United Kingdom referred to the possible benefits of a facilitative compliance mechanism to assist implementation of the Convention and proposals for this would be developed for consideration during further development of the Convention.

16 Article 15: The Group had a brisk exchange of views, including a suggestion for the inclusion of consideration of other relevant international conventions. Nevertheless no conclusion could be reached.

17 The Group did not discuss in a substantive way the remaining Articles, except of Article 18, where the conditions for the acceptance of amendments to the Annex of the Convention were aligned to those in MARPOL.

18 The Group considered a suggestion for the inclusion of an Article dealing with "reservations". However, following advice received from the Legal Division of IMO it was recognized that a signatory State is any case free to raise reservations about specific articles or provisions and therefore, it was agreed not to introduce such an Article in the draft Convention.

19 Regulation B-I-1: Japan presented the concept proposed in document MEPC 55/3/8 for the list of restricted materials to be included in Appendix 1 of the Convention. The group agreed to the proposal and noted Japan's intention to submit the complete draft of Appendix 1, based on document MEPC 55/3/8, to the next meeting. The Group also debated at some length whether there should be a specific provision in this regulation for the addition of new substances to the list. It was agreed that the provisions of regulation B-I-2 should be sufficient.

20 Regulation B-I-4: A number of documents referred to this regulation. Of these, Japan presented to the group document MEPC 55/3/9 and Germany presented document MEPC 55/3/5. The Group recognized that there are some different considerations in the development of the inventory for new ships and for existing ships. Whereas there were no specific problems identified in relation to the development of inventories for new ships, three major issues were identified for existing ships: (i) the difficulty of defining the accuracy level necessary for inventories of existing ships; (ii) the timing for the provision of the inventory for existing ships; and (iii) issues on the safety of personnel involved in surveys of hazardous materials.

21 Regulation B-I-4: An alternative to the text of regulation B-I-4(2) dealing with the timing of the inventory for existing ships was proposed by the United States delegation, which following some discussion and some support was kept in square brackets.

22 Regulation B-III-1: Japan presented document MEPC 55/3/6 describing its basic stance on the issue of the necessary surveys for the Convention. Following some discussion the text was amended but still kept in square brackets for study purposes.

23 Regulation B-III-1(7): It was proposed to delete the last two lines of text dealing with seaworthiness as it was considered that this was not the focus of the Convention. Nevertheless, after some discussion the text stayed in square brackets.

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24 Regulations B-III-2 to B-III-5 were not discussed due to lack of time.

25 Regarding Section C containing requirements for ship recycling facilities, the ILO observer drew attention to the letter from Ms. C. Doumbia-Henry, Director of the International Labour Standards Department (annex 7 of MEPC 55/3/2), and a subsequent letter of 6 October 2006 from K. Tapiola, ILO Executive Director, drawing attention to various ILO Conventions (mandatory for ratifying States) and Recommendations (non-mandatory) on occupational safety and health that apply to all workers including land-based workers engaged in ship recycling related activities. He further drew attention to the ILOs guidelines on occupational safety and health matters and in particular, to the publication "Safety and health in shipbreaking: Guidelines for Asian Countries and Turkey". The ILO was concerned that matters within the ILO mandate had not so far been taken into account in the proposed IMO Convention. He stated that the present draft of the proposed Convention might seriously affect and undermine existing ILO mandatory and other instruments relevant to this area. It would be very important to ensure that the proposed IMO Convention was fully compatible with ILO standards so that nothing could prejudice or conflict with the obligations, or interpretation thereof, by any State party to applicable ILO Conventions. He had specific changes he would propose to the Group and in subsequent submissions to the other IMO meetings and correspondence groups concerning this work.

26 Regulation C-1: The ILO observer proposed that there should be a specific reference to the ILO's Guidelines on shipbreaking. Specifically, he proposed that the text could refer to the ILO Guidelines as a primary source of guidance on safety and health at ship recycling facilities, without making such guidelines binding on States that will have ratified the IMO Convention.

27 There was an extensive debate. Japan informed the meeting of its intention to submit a full draft guideline on ship recycling facilities to the next session of the group, including a reference table indicating the regulations in Section C and the corresponding provisions of the ILO and Basel Convention Guidelines. The Group welcomed the proposal by Japan and, taking into account the decision made by plenary, decided not to make a reference to the ILO guidelines in the text of the Convention. The delegations of Denmark, the United Kingdom and the United States offered their support and expertise to assist Japan's work on drafting the guidelines.

28 Regulation C-2(1): Denmark proposed to change the regulation in order to make mandatory the use of the guidelines to be developed by the Organization on ship recycling facilities. The Chairman pointed out that making the use of IMO guidelines mandatory under this Convention, or under any other IMO Convention, was not possible and did not accept the proposal.

29 The ILO observer noted that the first sentence, which read "Ship recycling facilities authorized by a Party shall establish management systems, procedures and techniques which will reduce, minimize and ultimately eliminate adverse effects on the environment and human health...." should be changed, with respect to safety and health, to reflect the following priority of actions: first, the objective to eliminate the hazard/risk; if this was not possible, to control the hazard/risk at source; third to minimize the hazard/risk; fourth, to provide appropriate personal protective clothing or equipment (PPE). The logic, he said, was that if elimination is not aimed at first, this might undermine efforts to eliminate hazards/risk. This did not, however, imply that it was always possible to eliminate hazards/risks. The Group concurred with the ILO proposal and agreed to adjust the text of the Convention accordingly before its adoption. The United States

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offered to lead a drafting exercise that would reflect this discussion so as to ensure that no unreachable standards are inadvertently included in the Convention.

30 ICS proposed that Section C needs provisions dealing with the Ship Recycling Plan, and with auditing. ICS was invited by the Group to make a submission to its next session.

31 The United Kingdom proposed that the two tables in Annex 8 of the report of the Correspondence Group should be linked to Section C of the Convention. The Group did not take a decision on this proposal but welcomed a submission for its next session.

32 The United Kingdom proposed to insert the following additional two clauses in regulation C-3(2):

(bis) Provide means to prevent pollution of the environment arising from the activity of storage and dismantling of ships to include prevention of and control releases of hazardous or polluting substances, monitoring of any potential releases of hazardous or polluting substances, in accordance with the conditions set out in the formal authorization given in Appendix 2.3; and

(ter) Shall keep records of its activities including any monitoring carried out and the quantities of wastes removed for disposal and materials for recycling.

The group did not have time to consider this proposal and left regulation C-3 open.

33 The remaining regulations and appendices were not considered by the Group due to lack of time.

34 The Group was informed that the present numbering of the Convention is not in accordance with the IMO Style Manual which requires decimal numbering. Consequently, the Group agreed that the draft Convention would have to be suitably renumbered.

Guidelines for ship recycling facilities

35 As instructed by the Committee, the Group further considered the development of the guidelines for ship recycling facilities as contained in annex 2 of document MEPC 55/3/2.

36 The Group also agreed to the full list of guidelines. The Group further agreed to task the Correspondence Group with the development of outlines of one or two pages for each guideline, whilst noting and welcoming Japan's offer to submit a draft text of guidelines for ship recycling facilities and for survey and certification to the next meeting. A number of delegations offered their assistance and expertise to Japan towards the development of the guidelines for ship recycling facilities.

Guidelines for the Inventory of Hazardous Materials

37 Regarding the draft Guidelines for the development of the Inventory of Hazardous Materials for existing ships the Group was informed of the practical difficulties experienced, as discussed in paragraph 20 above.

38 The Group welcomed the renewed offer from Japan and Germany to endeavour to finalize these guidelines for submission to the next session.

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Third meeting of the Joint ILO/IMO/BC Working Group

39 The Group considered the need for a possible third meeting of the Joint ILO/IMO/BC Working Group in 2007.

40 The ILO observer noted that it was ILO's turn to host such a meeting, and that the ILO could propose this to the upcoming session of its Governing Body in November 2006. He said that such a meeting would be able to provide needed technical expertise on shipbreaking occupational safety and health issues and that such guidance could be taken into account in the proposed IMO Convention and its related guidelines.

41 The delegation of Denmark proposed that a third meeting of the Joint ILO/IMO/BC Working Group should review the implementation of the three sets of guidelines in the period prior to entry of the IMO Convention.

42 There was some discussion of this proposal but it was recognized that the preparation of the draft Convention is a high priority and furthermore that time is limited. The Group therefore agreed to postpone the decision of holding a third Joint Working Group meeting to the next session of the Committee.

Intersessional Correspondence Group

43 The Group agreed on the need for having an intersessional Correspondence Group, noting that Norway offered to act as Co-ordinator. The Group also agreed to the draft Terms of Reference for the Correspondence Group as set out in annex 2. The Correspondence Group is requested to submit its report to the proposed Intersessional Working Group for consideration.

Intersessional Working Group

44 The Group considered the need for an Intersessional Working Group to be held prior to MEPC 56 to further develop the draft the Convention, and to continue with the development of the draft Guidelines, and agreed that there is a strong need for an intersessional meeting prior to MEPC 56.

45 The Group considered that an appropriate time for the meeting would be in mid May 2007. Based on a show of hands it was estimated that the maximum number of participants could reach one hundred persons.

46 The Group prepared the draft Terms of Reference for the Intersessional Working Group, as set out in annex 3.

Turkish statement

47 The delegation of Turkey informed the Working Group that they proposed to run a trial on recycling two ships in accordance with the draft Convention and Guidelines utilizing their own recycling facilities. Turkey proposed to set up a Supervisory Board with members from IMO, ILO and the Basel Convention, as well as representatives from the main ship recycling and donor countries, since Turkey would be looking for possible candidate ships for recycling. If the Working Group accepted the invitation in principle, then Turkey would revert to the next session with more information. The Group accepted the offer.

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Action requested of the Committee

- 48 The Committee is invited to approve the report in general and, in particular, to:
- .1 note the discussions and draft amendments of the draft instrument, as set out in annex 1 and paragraphs 5 to 34;
 - .2 note the discussions regarding the draft Guidelines for the draft Convention, as set out in paragraphs 35 and 36;
 - .3 note the discussions regarding the draft Guidelines for the development of the inventory, as set out in paragraphs 37 and 38;
 - .4 agree to the proposal of the Working Group to postpone the decision regarding the need to hold the third meeting of the Joint ILO/IMO/BC Working Group in 2007, as set out in paragraphs 39 to 42;
 - .5 agree to hold an intersessional Correspondence Group, and agree to its draft terms of reference as set out in annex 2. Further agree to the submission of the report of the Correspondence Group directly to an Intersessional Working Group for consideration (see paragraph 43);
 - .6 agree to hold an intersessional Working Group, and agree to its draft terms of reference as set out in annex 3 (see paragraphs 44 to 46);
 - .7 note with appreciation the proposal made by Turkey regarding a trial run of the Convention at a future time, as referred to in paragraph 47; and
 - .8 approve the report in general.

ANNEX 1**DRAFT INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS****THE PARTIES TO THIS CONVENTION,**

NOTING the growing concerns about environmental safety, health and welfare matters in the ship recycling industry,

RECOGNIZING that recycling of ships contributes to sustainable development and, as such, is the best option for ships that have reached the end of their operating life,

RECALLING resolution A.962(23) by which the International Maritime Organization adopted the IMO Guidelines on Ship Recycling; the amendments to the Guidelines adopted by resolution A.980(24); Decision VI/24 of the Sixth Meeting of the Conference of the Parties to the Basel Convention which adopted the Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships; and the 289th session of the Governing Body of the International Labour Office which approved Safety and Health in Shipbreaking: Guidelines for Asian countries and Turkey,

RECALLING ALSO resolution A.981(24) by which the Assembly of the International Maritime Organization requested the Organization's Marine Environment Protection Committee to develop a new legally-binding instrument on ship recycling,

MINDFUL of the precautionary approach set out in Principle 15 of the Rio Declaration on Environment and Development and referred to in resolution MEPC.67(37), adopted by the Organization's Marine Environment Protection Committee on 15 September 1995,

MINDFUL ALSO of the need to promote the substitution of harmful materials in the construction and maintenance of ships by less harmful or preferably harmless materials, without compromising the ships' safety and operational efficiency,

RESOLVED to effectively address in a legally-binding instrument the environmental, occupational health and safety risks related to ship recycling, taking into account the particular characteristics of world maritime transport and the need to secure the smooth withdrawal of ships that have reached the end of their operating lives,

CONSIDERING that these objectives may best be achieved by the conclusion of an International Convention for the Safe and Environmentally Sound Recycling of Ships,

HAVE AGREED as follows:

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ARTICLE 1

General obligations

(1) Each Party to this Convention undertakes to give full and complete effect to its provisions in order to reduce, minimize and ultimately eliminate adverse effects on the environment and human health caused by ship recycling[, and enhance ship safety, protection of human health and the environment throughout a ship's operating life].

[(2) No provision of this Convention shall be interpreted as preventing a State from taking, individually or jointly, more stringent measures consistent with international law with respect to safe and environmentally sound recycling of ships in order to reduce or minimize the adverse effects on human health and the environment.]

(3) Parties shall endeavour to co-operate for the purpose of effective implementation, compliance and enforcement of this Convention.

(4) The Parties undertake to encourage the continued development of technologies and practices which will contribute to safe and environmentally sound ship recycling.

ARTICLE 2

Definitions

[To be further developed]

For the purposes of this Convention, unless expressly provided otherwise:

[(1) "Administration" means the Government of the State under whose authority the ship is operating. With respect to a ship entitled to fly a flag of any State, the Administration is the Government of that State. With respect to floating platforms engaged in exploration and exploitation of the sea-bed and subsoil thereof adjacent to the coast over which the coastal State exercises sovereign rights for the purposes of exploration and exploitation of its natural resources, including Floating Storage Units (FSUs) and Floating Production Storage and Offloading Units (FPSOs), the Administration is the Government of the coastal State concerned.]

(2) "Committee" means the Marine Environment Protection Committee of the Organization.

(3) "Convention" means the International Convention for Safe and Environmentally Sound Recycling of Ships.

(4) "Gross tonnage" means the gross tonnage calculated in accordance with the tonnage measurement regulations contained in Annex I to the International Convention on Tonnage Measurement of Ships, 1969 or any successor Convention.

[(5) "Hazardous Material" means materials causing harm to human health or the environment identified in the IMDG Code, the Basel Convention, or other international authorities or instruments.]

(6) "Organization" means the International Maritime Organization.

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[(7) “Recycling facility” means a defined area that is a site, yard or facility used for the recycling of ships which is authorized for this purpose by the competent authority of the State where the site, yard or facility is located and operated under the jurisdiction of that Party.]

(8) “Secretary-General” means the Secretary-General of the Organization.

(9) “Ship” means a vessel of any type whatsoever operating in the aquatic environment and includes submersibles, floating craft, floating platforms, FSUs and FPSOs.

(10) “Ship Recycling” means the activity of dismantling a ship in controlled conditions at a recycling facility in order to recover components, materials for reprocessing and other materials and includes associated operations.

ARTICLE 3 **Application**

(1) Unless otherwise specified in this Convention, this Convention shall apply to:

- (a) ships entitled to fly the flag of a Party;
- (b) ships not entitled to fly the flag of a Party, but which operate under the authority of a Party; and
- (c) ship recycling facilities operating under the jurisdiction of a Party.

(2) This Convention shall not apply to any warships, naval auxiliary, or other ships owned or operated by a Party and used, for the time being, only on government non-commercial service. However, each Party shall ensure, by the adoption of appropriate measures not impairing operations or operational capabilities of such ships owned or operated by it, that such ships act in a manner consistent, so far as is reasonable and practicable, with this Convention.

(3) This Convention shall not apply to any ships less than [400 GT]. However, each Party shall ensure, by the adoption of appropriate measures, that such ships act in a manner consistent with this Convention, so far as is reasonable and practicable.

(4) With respect to the ships of non-Parties to this Convention, Parties shall apply the requirements of this Convention as may be necessary to ensure that no more favourable treatment is given to such ships.

ARTICLE 4 **Controls related to ship recycling**

(1) Each Party shall require that ships entitled to fly its flag or operating under its authority comply with the requirements set forth in the Convention, including the applicable requirements in the Annex, and shall take effective measures to ensure that ships comply with those requirements.

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- (2) Each Party shall require that ship recycling facilities under its jurisdiction comply with the requirements set forth in the Convention, including the applicable requirements in the Annex, and shall take effective measures to ensure that recycling facilities comply with those requirements.
- (3) The Annex forms an integral part of this Convention. Unless expressly provided otherwise, a reference to this Convention constitutes at the same time a reference to its Annex.

ARTICLE 5 **Survey and certification of ships**

Each Party shall ensure that ships flying its flag or operating under its authority and subject to survey and certification are surveyed and certified in accordance with the regulations in the Annex.

ARTICLE 6 **Authorization of ship recycling facilities**

Each Party shall ensure that ship recycling facilities that operate under its jurisdiction are authorized in accordance with the regulations in the Annex.

ARTICLE 7 **Exchange of information**

For the ship recycling facilities authorized by a Party, such Party shall provide to the Organization if requested and those Parties which request it, relevant information, in regard to this Convention, on which its decision for authorization was based. The information shall be exchanged in a swift and timely manner.

ARTICLE 8 **Inspection of ships**

(1) A ship to which this Convention applies may, in any port or offshore terminal of another Party, be subject to inspection by officers duly authorized by that Party for the purpose of determining whether the ship is in compliance with this Convention. Except as provided in paragraph 2 of this Article, any such inspection is limited to verifying that there is onboard a valid International Certificate for a ship Inventory of Hazardous Materials, which, if valid shall be accepted.

(2) Where a ship does not carry a valid Certificate or there are clear grounds for believing that:

- (a) the condition of the ship or its equipment does not correspond substantially with the particulars of the Certificate, and/or the Inventory of Hazardous Materials Part I;
- (b) the master or the crew are not familiar with shipboard procedures for compliance with this Convention,

a detailed inspection may be carried out taking into account guidelines developed by the Organization.¹

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ARTICLE 9

Detection of violations

[(1) Parties shall co-operate in the detection of violations and the enforcement of the provisions of this Convention.

(2) When there is sufficient evidence that a ship is operating, has operated or is about to operate in violation of a provision in this Convention a Party holding the evidence may request an investigation of a ship when it enters the ports or offshore terminals under the jurisdiction of another Party. The report of such an investigation shall be sent to the Party requesting it and to the competent authority of the Administration of the ship concerned so that appropriate action may be taken.

(3) If the ship is detected to be in violation of this Convention, the Party carrying out the inspection may take steps to warn, detain, dismiss, or exclude the ship from its ports. A Party taking such action against a ship for the reason that the ship does not comply with this Convention shall immediately inform the Administration of the ship concerned and the Organization.

(4) If a request for an investigation is received from any Party, together with sufficient evidence that a ship recycling facility is operating, has operated or is about to operate in violation of any provision of this Convention, a Party should inspect a ship recycling facility operating under its jurisdiction and make a report. The report of any such investigation shall be sent to the Party requesting it including information on the appropriate action taken or to be taken if any.]

ARTICLE 10

Violations

[(1) Any violation of the requirements of this Convention shall be prohibited and:

- (a) in the case of a ship concerned, sanctions shall be established under the law of the Administration, wherever the violation occurs. If the Administration is informed of such a violation by a Party, it shall investigate the matter and may request the reporting Party to furnish additional evidence of the alleged violation. If the Administration is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation, it shall cause such proceedings to be taken as soon as possible, in accordance with its law. The Administration shall promptly inform the Party that reported the alleged violation, as well as the Organization, of any action taken. If the Administration has not taken any action within 1 year after receiving the information, it shall so inform the Party which reported the alleged violation, as well as the Organization[, of the reason why no action has been taken];
- (b) in the case of a ship recycling facility concerned, sanctions shall be established under the law of the Party having jurisdiction over the ship recycling facility. If the Party is informed of such a violation, it shall investigate the matter and may request the reporting Party to furnish additional evidence of the alleged violation. If the Party is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation, it shall cause such proceedings to

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be taken as soon as possible, in accordance with its law. The Party shall promptly inform the Party that reported the alleged violation, as well as the Organization, of any action taken. If the Party has not taken any action within [1] year after receiving the information, it shall inform the Party which reported the alleged violation of the reasons, as well as the Organization, why no action has been taken.

(2) Any violation of the requirements of this Convention within the jurisdiction of any Party shall be prohibited and sanctions shall be established under the law of that Party. Whenever such a violation occurs, that Party shall either:

- (a) cause proceedings to be taken in accordance with its law; or
- (b) furnish to the Administration of the ship such information and evidence as may be in its possession that a violation has occurred.

(3) The sanctions provided for by the laws of a Party pursuant to this Article shall be adequate in severity to discourage violations of this Convention wherever they occur.]

ARTICLE 11 Undue delay of ships

~~(3)~~(1) All possible efforts shall be made to avoid a ship being unduly detained or delayed under Article 8[, 9 or 10] of this Convention.

(2) When a ship is unduly detained or delayed under Article 8[,9 or 10] of this Convention, it shall be entitled to compensation for any loss or damage suffered.

ARTICLE 12 Communication of information

~~(4)~~ Each Party shall report to the Organization and, ~~as appropriate, the Organization shall~~ make available to other Parties the following information, taking into account the guidelines developed by the Organization:

- (a) a list of ship recycling facilities authorized in accordance with this Convention and operating under the jurisdiction of that Party;
- (b) contact details for the competent authority(ies) responsible for ship recycling facilities operating within the jurisdiction of that Party;
- (c) a list of the recognized organizations and nominated surveyors which are authorized to act on behalf of that Party in the administration of matters relating to the control of ship recycling in accordance with the Convention, and the specific responsibilities and conditions of the authority delegated to the recognized organizations;
- (d) an annual list of ships recycled within the jurisdiction of that Party;
- (e) an annual list of ships deregistered in order to be recycled and the company name and location of the ship recycling facility where the recycling was undertaken and completed; and

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- (f) alleged [inadequacies and] violations, and actions taken towards ships and ship recycling facilities under its jurisdiction violating this Convention.

~~(2) The Organization shall circulate to all Parties any information communicated to it under paragraph 1 of this Article.~~

ARTICLE 13 Technical assistance and co-operation

(1) Parties shall undertake, directly or through the Organization and other international bodies, as appropriate, in respect of the safe and environmentally sound recycling of ships, to provide support for those Parties which request technical assistance:

- (a) to train personnel;
- (b) to ensure the availability of relevant technology, equipment and facilities;
- (c) to initiate joint research and development programmes; and
- (d) to undertake other actions aimed at the effective implementation of this Convention and of guidelines developed by the Organization related thereto.

(2) Parties undertake to co-operate actively, subject to their national laws, regulations and policies, in the transfer of management systems and technology in respect of the safe and environmentally sound recycling of ships.

ARTICLE 13bis Implementation

[Alternative 1]

(1) In order to ensure full implementation of the Convention, an auditing scheme shall be established by the Organization. The auditing scheme shall be based upon the general auditing scheme developed by the Organization. The audits shall examine whether the Parties have met the obligations established by the Convention and in particular observe and assess whether:

- (a) the Party has enacted the appropriate legislation for the implementation of the Convention;
- (b) there is enforcement system in place and how it is applied;
- (c) the mechanism and controls are in place for the delegation of authority by a Party to a recognized organization; and
- (d) the survey, certification and authorization system of a Party or its recognized organization(s) is in place.

(3) The audits shall be conducted in a fair manner by an international auditing team established by the Organization. The Parties shall cooperate with the audit and provide the information required. However, the full reports shall be confidential and available only to the audited Party,

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the audit team and the Secretary-General. An audited Party may make available to other Parties details of the findings and its own subsequent actions. An audit summary report shall be circulated to all Parties after consultation with the audited Party.

(4) In considering the outcome of the audit, and taking into account the purpose of the audit, to ensure the full implementation of the Convention, the audited Party shall consider and initiate the follow-up action needed if any.

(5) Audits shall be conducted on a regular basis to be decided on by the Organization. Unless a Party volunteers for auditing the first audit shall take place not earlier than [3] years after the entry into force of the instrument or [3] years after the Party deposited an instrument of ratification, acceptance, approval or accession in respect of this Convention, whichever is later, but in any case prior to [8] years after these dates.

[Alternative 2]

(1) The Organization shall, as soon as practicable, develop and approve procedures and institutional mechanisms for determining non-compliance with the provisions of this Convention and for the treatment of Parties found to be in non-compliance.

ARTICLE 14 **Dispute settlement**

(1) Parties shall settle any dispute between them concerning the interpretation or application of this Convention by negotiation or any other peaceful means agreed upon, which may include enquiry, mediation, conciliation, [arbitration, judicial settlement.] ~~arbitration, judicial settlement~~ or resort to regional agencies or arrangements.

(2) [Failing an agreement through the procedure set forth in paragraph (1), either Party may submit the dispute for binding resolution through an internationally recognised dispute resolution process in accordance with]

ARTICLE 15 **Relationship with international law and other international agreements**

[Nothing in this Convention shall prejudice the rights and obligations of any State under customary international law [as reflected/and] in the United Nations Convention on the Law of the Sea [and other relevant international conventions].]

ARTICLE 16 **Signature, ratification, acceptance, approval and accession**

(1) This Convention shall be open for signature by any State at the Headquarters of the Organization from [date 20xx to date 20xx] and shall thereafter remain open for accession by any State.

(2) States may become Parties to the Convention by:

(a) signature not subject to ratification, acceptance, or approval; or

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- (b) signature subject to ratification, acceptance, or approval, followed by ratification, acceptance or approval; or
 - (c) accession.
- (3) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General.
- (4) If a State comprises two or more territorial units in which different systems of law are applicable in relation to matters dealt with in this Convention, it may at the time of signature, ratification, acceptance, approval, or accession declare that this Convention shall extend to all its territorial units or only to one or more of them and may modify this declaration by submitting another declaration at any time.
- (5) Any such declaration shall be notified to the Depositary in writing and shall state expressly the territorial unit or units to which this Convention applies.

ARTICLE 17 **Entry into force**

[To be developed]

ARTICLE 18 **Amendments**

- (1) This Convention may be amended by either of the procedures specified in the following paragraphs.
- (2) Amendments after consideration within the Organization:
- (a) Any Party may propose an amendment to this Convention. A proposed amendment shall be submitted to the Secretary-General, who shall then circulate it to the Parties and Members of the Organization at least six months prior to its consideration.
 - (b) An amendment proposed and circulated as above shall be referred to the Committee for consideration. Parties, whether or not Members of the Organization, shall be entitled to participate in the proceedings of the Committee for consideration and adoption of the amendment.
 - (c) Amendments shall be adopted by a two-thirds majority of the Parties present and voting in the Committee, on condition that at least one-third of the Parties shall be present at the time of voting.
 - (d) Amendments adopted in accordance with subparagraph (c) shall be communicated by the Secretary-General to the Parties for acceptance.

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- (e) An amendment shall be deemed to have been accepted in the following circumstances:
 - (i) An amendment to an article of this Convention shall be deemed to have been accepted on the date on which two-thirds of the Parties have notified the Secretary-General of their acceptance of it.
 - (ii) An amendment to the Annex shall be deemed to have been accepted at the end of a period to be determined by the Committee at the time of its adoption, which period shall not be less than twelve-ten months after the date of adoption ~~or such other date as determined by the Committee.~~ However, if by that date more than one-third of the Parties notify the Secretary-General that they object to the amendment, it shall be deemed not to have been accepted.
- (f) An amendment shall enter into force under the following conditions:
 - (i) An amendment to an article of this Convention shall enter into force for those Parties that have declared that they have accepted it six months after the date on which it is deemed to have been accepted in accordance with subparagraph (e)(i).
 - (ii) An amendment to the Annex shall enter into force with respect to all Parties six months after the date on which it is deemed to have been accepted, except for any Party that has:
 - (1) notified its objection to the amendment in accordance with subparagraph (e)(ii) and that has not withdrawn such objection; or
 - (2) notified the Secretary-General, prior to the entry into force of such amendment, that the amendment shall enter into force for it only after a subsequent notification of its acceptance.
- (g)
 - (i) A Party that has notified an objection under subparagraph (f)(ii)(1) may subsequently notify the Secretary-General that it accepts the amendment. Such amendment shall enter into force for such Party six months after the date of its notification of acceptance, or the date on which the amendment enters into force, whichever is the later date.
 - (ii) If a Party that has made a notification referred to in subparagraph (f)(ii)(2) notifies the Secretary-General of its acceptance with respect to an amendment, such amendment shall enter into force for such Party six months after the date of its notification of acceptance, or the date on which the amendment enters into force, whichever is the later date.
- (3) Amendment by a Conference:
 - (a) Upon the request of a Party concurred in by at least one-third of the Parties, the Organization shall convene a Conference of Parties to consider amendments to this Convention.

- (b) An amendment adopted by such a Conference by a two-thirds majority of the Parties present and voting shall be communicated by the Secretary-General to all Parties for acceptance.
- (c) Unless the Conference decides otherwise, the amendment shall be deemed to have been accepted and shall enter into force in accordance with the procedures specified in paragraphs 2(e) and (f) respectively.
- (4) Any Party that has declined to accept an amendment to the Annex shall be treated as a non-Party only for the purpose of application of that amendment.
- (5) Any notification under this Article shall be made in writing to the Secretary-General.
- (6) The Secretary-General shall inform the Parties and Members of the Organization of:
 - (a) any amendment that enters into force and the date of its entry into force generally and for each Party; and
 - (b) any notification made under this Article.

ARTICLE 19 **Denunciation**

- (1) This Convention may be denounced by any Party at any time after the expiry of two years from the date on which this Convention enters into force for that Party.
- (2) Denunciation shall be effected by written notification to the Depositary, to take effect one year after receipt or such longer period as may be specified in that notification.

ARTICLE 20 **Depositary**

- (1) This Convention shall be deposited with the Secretary-General, who shall transmit certified copies of this Convention to all States which have signed this Convention or acceded thereto.
- (2) In addition to the functions specified elsewhere in this Convention, the Secretary-General shall:
 - (a) inform all States that have signed this Convention, or acceded thereto, of:
 - (i) each new signature or deposit of an instrument of ratification, acceptance, approval or accession, together with the date thereof;
 - (ii) the date of entry into force of this Convention; and
 - (iii) the deposit of any instrument of denunciation from the Convention, together with the date on which it was received and the date on which the denunciation takes effect; and

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- (b) as soon as this Convention enters into force, transmit the text thereof to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

ARTICLE 21
Languages

This Convention is established in a single original in the Arabic, Chinese, English, French, Russian and Spanish languages, each text being equally authentic.

DONE AT LONDON this [DD/MM/YYYY]

IN WITNESS WHEREOF the undersigned, being duly authorized by their respective Governments for that purpose, have signed this Convention.

ANNEX

**REGULATIONS FOR SAFE AND ENVIRONMENTALLY SOUND
RECYCLING OF SHIPS**

SECTION A – General Provisions

Regulation A-1 – Definitions

[To be further developed]

- (1) “Company” means ...
- (2) “Employers” means ...
- (3) “Existing ship” means a ship which is not a new ship.
- (4) “Gas-free-for-hot-works” means ...
- (5) “New ship” means a ship:
 - .1 for which the building contract is placed on or after the entry into force of the Convention; or
 - .2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after [six] months after the entry into force of this Convention; or
 - .3 the delivery of which is on or after [30][12] months after the entry into force of this Convention.
- (6) “Ready for Recycling” means ...
- (7) “Recognized Organization” means ...
- (8) “Recycling Activity” means ...
- (9) “Recycling Plan” means ...
- (10) “Shipowner” means the person or persons or company registered as the owner of the ship or, in the absence of registration, the person or persons or company owning the ship. However, in the case of a ship owned by a State and operated by a company which in that State is registered as the ship’s operator, “owner” shall mean such company. This term also includes those who have ownership of the ship for a limited period pending its sale to a recycling facility.
- (11) “Slot” means ...
- (12) “Technical Group” means ...
- (13) “Workers” means ...

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Regulation A-2 – General Applicability

Except where expressly provided otherwise, the design, construction, operation and recycling of ships shall be conducted in accordance with the provisions of this Annex.

Regulation A-3 – Exceptions

(1) The regulations of this Annex, unless expressly provided otherwise, do not apply to wooden boats of primitive build.

SECTION B – Requirements for ships

Chapter B-I – Design, construction, operation and maintenance of ships

Regulation B-I-1 – Controls of ships' hazardous materials

(1) Each Party shall ensure as applicable that the control measures for the installation and use of hazardous materials in other Conventions under the auspices of the IMO are complied with for new ships as defined in this Convention, and for existing ships as required in those Conventions.

(2) In accordance with the requirements specified in Appendix 1 to this Convention, each Party:

- (a) shall prohibit and/or restrict on its ships the installation or use of hazardous materials listed in Appendix 1; and
- (b) shall prohibit and/or restrict the installation or use of such materials on ships, whilst in its ports, shipyards, ship repair yards, or offshore terminals,

and shall take effective measures to ensure that such ships comply with those requirements.

Regulation B-I-2 – Procedure for proposing amendments to controls of ships' hazardous materials

(1) Any Party may propose an amendment to Appendix 1 in accordance with this regulation.

(2) A proposal shall be submitted to the Organization in accordance with its rules and procedures, taking into account the guidelines developed by the Organization. When the Organization receives a proposal, it shall bring the proposal to the attention of the Parties, Members of the Organization, the United Nations and its specialized agencies, intergovernmental organizations having agreements with the Organization and non-governmental organizations in consultative status with the Organization and shall make it available to them.

(3) If the submitted proposal fulfils the criteria given in paragraph (2) of this regulation, the Committee shall establish a technical group in accordance with regulation B-I-3 to review the proposal. Where the Committee is of the view that there is a threat of serious or irreversible damage to human health or the environment, lack of full scientific certainty shall not be used as a reason to prevent a decision to proceed with the evaluation of the proposal.

(4) The technical group shall review the proposal along with any additional data submitted by any interested entity and shall evaluate and report to the Committee whether the proposal has demonstrated a potential for [a threat of serious or irreversible damage to human health or the environment] [unreasonable] [unacceptable] risk for environmental damage or adverse effects on human health] such that the amendment of Appendix 1 is warranted. In this regard:

- (a) The technical group's review shall include:
 - (i) an evaluation of the association between the hazardous material in question and the related threat of serious or irreversible damage to human health or the environment based on the submitted data or other relevant data brought to the attention of the group;
 - (ii) an evaluation of the potential risk reduction attributable to the proposed control measures and any other control measures that may be considered by the technical group;
 - (iii) consideration of available information on the technical feasibility of control measures;
 - (iv) consideration of available information on other effects from the introduction of such control measures relating to:
 - the environment;
 - human health and safety including that of seafarers and workers;
 - the cost to international shipping and other relevant sectors; and
 - (v) consideration of the availability of suitable alternatives to the hazardous material to be controlled, including a consideration of the potential risks of alternatives.
- (b) The technical group's report shall be in writing and shall take into account each of the evaluations and considerations referred to in subparagraph (a), except that the technical group may decide not to proceed with the evaluations and considerations described in subparagraph (a)(ii) through (a)(v) if it determines after the evaluation in subparagraph (a)(i) that the proposal does not warrant further consideration.
- (c) The technical group's report shall include, *inter alia*, a recommendation on whether international controls pursuant to this Convention are warranted on the hazardous material in question, on the suitability of the specific control measures

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suggested in the comprehensive proposal, or on other control measures which it believes to be more suitable.

(5) The Committee shall decide whether to approve any proposal to amend Appendix 1, and any modifications thereto, if appropriate, taking into account the technical group's report. Any proposed amendment shall specify the application of the amendment for ships certified in accordance with this Convention before the entry into force of the amendment. If the report finds a threat of serious or irreversible damage, lack of full scientific certainty shall not, itself, be used as a reason to prevent a decision from being taken to list a hazardous material in Appendix 1. The proposed amendments to Appendix 1, if approved by the Committee, shall be circulated in accordance with article 18(2)(a). A decision not to approve the proposal shall not preclude future submission of a new proposal with respect to a particular hazardous material if new information comes to light.

(6) Only Parties may participate in decisions taken by the Committee described in paragraphs (3) and (5).

Regulation B-I-3 – Technical Groups

(1) The Committee shall establish a technical group pursuant to regulation B-I-2 when a proposal to control a hazardous material is received. In circumstances where several proposals are received concurrently or sequentially, the Committee may establish one or more technical groups as needed.

†(2) Any Party to the Convention may participate in the deliberations of a technical group, and should draw on the relevant expertise available to that Party. Observer organizations recognized by the IMO may participate on a technical advisory level.†

(3) The Committee shall decide on the terms of reference, organization and operation of the technical groups. Such terms shall provide for protection of any confidential information that may be submitted. Technical groups may hold such meetings as required, but shall endeavour to conduct their work through written or electronic correspondence or other media as appropriate.

(4) Only the representatives of Parties may participate in formulating any recommendation to the Committee pursuant to regulation B-I-2. A technical group shall endeavour to achieve unanimity among the representatives of the Parties. If unanimity is not possible, the technical group shall communicate any minority views of such representatives.

Regulation B-I-4 – Inventory of Hazardous Materials

(1) Each new ship shall have onboard an Inventory of Hazardous Materials. The inventory shall be approved by the Administration taking into account guidelines developed by the Organization. The Inventory of Hazardous Materials shall be specific to each ship and shall at least:

- (a) identify hazardous materials, their location and approximate quantities;
- (b) consist of Part I: materials contained in ship's structure and equipment;

- (c) clarify that the ship does not contain any materials which are prohibited under regulation B-I-1.

- (2) Existing ships shall comply with paragraph 1 as far as practicable not later than 5 years, or the first [Safety Construction] renewal survey after the entry into force of the Convention, or before going for recycling if this is earlier.

Alternative

[(2) For existing ships, no later than immediately prior to recycling, a survey for the presence and/or absence of hazardous materials shall be undertaken by the shipowner (or third party on behalf of the shipowner) to include, as far as practicable, an estimate of the quantity and location of each hazardous material determined to be present on board the ship.]

- (3) The ~~p~~Part I of the Inventory of Hazardous Materials shall be properly maintained and updated throughout the operational life of the ship, reflecting changes in ship structure and equipment, in accordance with the guidelines developed by the Organization.

- (4) Prior to recycling the Inventory shall, in addition to Part I, incorporate Part II for operationally generated wastes, and Part III for stores taking into account the guidelines developed by the Organization.

Chapter B-II – Preparation for ship recycling

Regulation B-II-1 – General requirements

- (1) Ships destined to be recycled shall:
 - (a) only be recycled at recycling facilities that are authorized in accordance with this Convention;
 - (b) conduct operations in the period prior to entering the recycling facility in order to minimize the amount of cargo residues, bunker residues and wastes remaining on board;
 - (c) provide to the recycling facility all available information relating to the ship for the development of the ship recycling plan required by regulation B-II-2;
 - (d) complete the Inventory required by regulation B-I-4;
 - (e) be certified as ready for recycling by the Administration(s) or organizations recognized by it, prior to any recycling activity taking place.
- (2) Prior removal of hazardous materials as identified in the Inventory shall not be required if the recycling facility chosen is fully authorized to manage the type or amount of the material [in accordance with the standards set forth in Section C, and with special reference to the standards for the control of hazardous materials under regulation C-6].

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Regulation B-II-2 – Recycling Plan

A ship recycling plan must be developed by the recycling facility prior to any recycling of a ship can take place, taking into account the guidelines developed by the Organization. The Ship Recycling Plan shall:

- (a) be developed in consultation with the shipowner;
- (b) be developed in the language accepted by the Party authorizing the ship recycling facility, and if the language used is neither English, French nor Spanish, the Recycling Plan shall be translated into one of these languages;
- (c) be available for inspection by officers of the Administration responsible for surveying the ship, or the entrusted surveyors, or to organizations recognized by the Administration; and
- (d) include information concerning, inter alia, prior material removal where required in accordance with the capability of the recycling facility to manage the type or amount of materials.

Regulation B-II-3 – Ready for recycling

[To be developed if needed]

Chapter B-III – Surveys and certification

Regulation B-III-1 – Surveys

- (1) Ships [of [400] gross tonnage and above] to which this Convention applies shall be subject to the surveys specified below:
 - (a) An initial survey before the ship is put in service, or for existing ships before the Inventory of Hazardous Materials is issued for the first time. This survey shall verify that the Inventory required by regulation B-I-4, except Part II and Part III of the inventory, is in accordance with the requirements of this Convention.
 - ~~[(b)]~~ A periodical renewal survey at intervals specified by the Administration, but not exceeding five years. This survey shall verify that the ship complies with the requirements of this Convention.
 - ~~(e)~~ An additional survey, either general or partial, according to the circumstances, may shall be made at the request of the shipowner after a change, replacement, or significant repair of the structure, equipment, systems, fittings, arrangements and material. The survey shall be such as to ensure that any such change, replacement, or significant repair has been made in the way that the ship continues complying with the requirements of this Convention, and that Part I of the Inventory is amended as necessary.

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- (~~de~~) A final survey prior to the ship being taken out of service and before the recycling of the ship has started. This survey shall verify that the Inventory of Hazardous Materials required by regulation B-I-4 is in accordance with the requirements of this Convention taking into account the guidelines developed by the Organization, and that the Recycling Plan developed by the authorized ship recycling facility is finalized and complies with the requirements of this Convention.
- (2) The Administration shall establish appropriate measures for ships that are not subject to the provisions of paragraph 1 in order to ensure that the applicable provisions of this Convention are complied with.
- (3) Surveys of ships for the purpose of enforcement of the provisions of this Convention shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it.
- (4) An Administration nominating surveyors or recognizing organizations to conduct surveys, as described in paragraph 3 shall, as a minimum, empower such nominated surveyors or recognized organizations to:
- .1 require a ship that they survey to comply with the provisions of this Convention; and
 - .2 carry out surveys and inspections if requested by the appropriate authorities of a port State that is a Party.
- (5) The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to the nominated surveyors or recognized organizations, for circulation to Parties for the information of their officers.
- (6) In every case, the Administration concerned shall be responsible to ensure the completeness and efficiency of the survey and shall undertake to ensure the necessary arrangements to satisfy this obligation.
- (7) The condition of the ship and its equipment, systems and processes shall be maintained to conform with the provisions of this Convention [to ensure that the ship in all respects will remain fit to proceed to sea without presenting a threat of harm to the environment, human health, property or resources].

Regulation B-III-2 – Issuance and endorsement of certificates

- (1) The Administration shall ensure that a ship to which regulation B-III-1 applies is issued the appropriate Certificate(s) after successful completion of a survey conducted in accordance with regulation B-III-1. For new ships an International Certificate for a ship Inventory of Hazardous Materials shall be issued when the ship is put into service for the first time. For existing ships the certificate shall be issued following the survey for the first renewal of the [Safety Construction] Certificate after the entry into force of the Convention, or following an additional survey as envisaged by regulation B-III-1 above, if no [Safety Construction] renewal is to take place prior to a ship's recycling, taking into account the guidelines developed by the Organization.

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(2) An International Ready for Recycling Certificate shall be issued, after a final survey in accordance with the provisions of regulation B-III-1 taking into account the guidelines developed by the Organization.

(3) A Certificate issued under the authority of a Party shall be accepted by the other Parties and regarded for all purposes covered by this Convention as having the same validity as a Certificate issued by them. Certificates shall be issued or endorsed either by the Administration or by any person or organization duly authorized by it. [In every case, the Administration assumes full responsibility for the Certificate.]

Regulation B-III-3 – Issuance or endorsement of a certificate by another Party

(1) At the request of the Administration, another Party may cause a ship to be surveyed and, if satisfied that the provisions of this Convention are complied with, shall issue or authorize the issuance of (a) Certificate(s) to the ship, and where appropriate, endorse or authorize the endorsement of that Certificate(s) on the ship, in accordance with this Annex.

(2) A copy of the Certificate(s) and a copy of the survey report shall be transmitted as soon as possible to the requesting Administration.

(3) A Certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as a Certificate issued by the Administration.

(4) No Certificate shall be issued to a ship entitled to fly the flag of a State which is not a Party.

Regulation B-III-4 – Form of the certificates

(1) The Certificates shall be drawn up in the official language of the issuing Party, in the form set forth in Appendix 2.1 and 2.2. If the language used is neither English, French nor Spanish, the text shall include a translation into one of these languages.

Regulation B-III-5 – Duration and validity of the certificates

(1) The International Certificate for a ship Inventory of Hazardous Materials shall be issued for a period specified by the Administration that shall not exceed five years. An International Ready for Recycling Certificate shall be issued for a period specified by the Administration that shall not exceed [one year].

(2) For renewal surveys:

- (a) Notwithstanding the requirements of paragraph 1, when the renewal survey is completed within three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing Certificate.

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- (b) When the renewal survey is completed after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing Certificate.
 - (c) When the renewal survey is completed more than three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.
- (3) If a renewal survey has been completed and a new International Certificate for a ship Inventory of Hazardous Materials cannot be issued or placed on board the ship before the expiry date of the existing Certificate, the person or organization authorized by the Administration may endorse the existing Certificate and such a Certificate shall be accepted as valid for a further period which shall not exceed five months from the expiry date.
- (4) If a ship at the time when the International Certificate for a ship Inventory of Hazardous Materials expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the Certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so. No Certificate shall be extended for a period longer than three months, and a ship to which such extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new Certificate. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding five years from the date of expiry of the existing Certificate before the extension was granted.
- (5) An International Certificate for a ship Inventory of Hazardous Materials issued to a ship engaged on short voyages which has not been extended under the foregoing provisions of this regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding five years from the date of expiry of the existing Certificate before the extension was granted.
- (6) In special circumstances, as determined by the Administration, a new International Certificate for a ship Inventory of Hazardous Materials need not be dated from the date of expiry of the existing Certificate as required by paragraph 2(b), 4 or 5 of this regulation. In these special circumstances, the new Certificate shall be valid to a date not exceeding five years from the date of completion of the renewal survey.
- (7) A Certificate issued under regulation B-III-2 or B-III-3 shall cease to be valid in any of the following cases:
- (a) if the structure, equipment, systems, fittings, arrangements and material necessary to comply fully with this Convention is changed, replaced or significantly repaired to the extent that the inventory will be affected and the Certificate is not endorsed in accordance with this Annex;
 - (b) upon transfer of the ship to the flag of another State. A new Certificate shall only be issued when the Party issuing the new Certificate is fully satisfied that the ship is in compliance with the requirements of regulation B-III-1. In the case of a transfer between Parties, if requested within three months after the transfer has

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taken place, the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the Certificates carried by the ship before the transfer and, if available, copies of the relevant survey reports;

- (c) if the relevant surveys are not completed within the periods specified under regulation B-III-1(1); or
- (d) if the Certificate is not endorsed in accordance with regulation B-III-1(1).

SECTION C – Requirements for ship recycling facilities

Regulation C-1 – Controls on ship recycling facilities

(1) Each Party shall establish legislation, regulations, and standards that are necessary to ensure that ship recycling facilities are [designed, constructed, and] operated in a safe and environmentally sound manner in accordance with the regulations of this Convention.

(2) Each Party shall establish a mechanism for authorizing ship recycling facilities [including the issue of a permit with appropriate conditions] to ensure that such facilities [are required to] meet the requirements of this Convention.

(3) Each Party shall establish a mechanism for ensuring that ship recycling facilities comply with the requirements of this section including establishment and effective use of inspection, monitoring and enforcement provisions, including powers of entry and sampling.

(4) Each Party shall designate one or more competent authorities and a contact point to be used by the Organization and Parties to this Convention, for matters related to the status of ship recycling facilities within their jurisdiction.

Regulation C-2 – Authorization of ship recycling facilities

(1) Ship Recycling Facilities which recycle ships that fall within the scope of this Convention shall be authorized by a Party taking into account the guidelines [on authorization of recycling facilities] developed by the Organization.

(2) The authorization shall include verification of documentation required by this Convention, a site inspection and be carried out by the competent authority(ies). The competent authority(ies) may however, entrust the authorization of recycling facilities to organizations recognized by it.

(3) The Party shall notify the Organization of the specific responsibilities and conditions of the authority delegated to the recognized organizations, for circulation to Parties. In every case, the competent authority(ies) retains full responsibility for the authorization issued.

(4) The authorization shall be drawn up in the form set forth in Appendix 2.3. If the language used is neither English, French nor Spanish, the text shall include a translation into one of these languages.

(5) The authorization shall be valid for a period specified by the Party [but not exceed x years]. The Party shall identify the terms for which the authorization will be withdrawn, and communicate these terms to the facilities. If a ship recycling facility objects to any inspection by the competent authority(ies) or the recognized organization operating on its/their behalf to, the authorization [may]~~[shall]~~ be withdrawn ~~without delay~~.

(6) If incidents or actions taken at the ship recycling facility have the effect that the conditions for the authorization are~~is~~ no longer fulfilled, the facility shall inform the competent authority(ies). The competent authority(ies) may accordingly decide to withdraw the authorization.

Regulation C-3 – General Requirements

[(1) Ship recycling facilities authorized by a Party shall establish management systems, procedures and techniques which will reduce, minimize and ultimately eliminate adverse effects on the environment and human health caused by ship recycling taking into account guidelines developed by the Organization.]

(2) Ship recycling facilities authorized by a Party shall:

- (a) for ships falling within the scope of this Convention, only accept ships that comply with the Convention;
- (b) only accept ships which it is authorized to recycle;
- (c) have the documentation of its authorization available if such a documentation is requested by a shipowner considering to, having decided to, or having [established an agreement for recycling] [entered into a contract to recycle] a ship at that facility; and
- (d) [within xx days] issue a statement of completion of the recycling of each ship to its competent authority(ies) when the ship has been finally dismantled.

Regulation C-4 – Recycling Facility Management Plan

(1) Ship recycling facilities authorized by a Party shall prepare a Recycling Facility Management Plan. The Plan shall be adopted by the board or the appropriate governing body of the company, and shall include:

- (a) A policy ensuring appropriate, workers safety and the protection of human health and the environment, including the establishment of objectives that lead to the minimization and ultimately elimination of the adverse effects on human health and the environment caused by ship recycling;
- (b) A system for ensuring implementation of the requirements set out in this Convention, the achievement of the goals set out in the policy of the company, and the continuous improvement of the procedures and standards used in the ship recycling operations;

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- (c) Identification of roles and responsibilities for employers and workers when conducting ship recycling operations;
- (d) A programme for appropriate training of workers for the safe and environmentally sound operation of the ship recycling facilities;
- (e) An emergency preparedness and response plan;
- (f) A system for [regular] monitoring of the performance of the ship recycling operations;
- (g) A system for record keeping on how the ship recycling operation is performed, including reporting discharges, emissions and accidents causing damage, or with the potential of causing damage, to workers safety, human health and the environment,

taking into account guidelines developed by the Organization.

Regulation C-5 – Prevention of accidents

- (1) Ship recycling facilities authorized by a Party shall establish and utilize procedures to:
 - (a) prevent explosions by establishing procedures for ensuring “gas-free-for-hot-work” conditions throughout the ship recycling process;
 - (b) prevent other accidents causing or with the potential to cause damage to human health; and
 - (c) prevent spills of cargo residues and other materials on the ships which may cause harm to human health and/or the environment,

taking into account guidelines developed by the Organization.

Regulation C-6 – Safe and environmentally sound removal and management of hazardous materials

- (1) Ship recycling facilities authorized by a Party shall ensure safe and environmentally sound removal of any hazardous material contained in a ship certified in accordance with regulation B-III-2. The person(s) in charge of the recycling operations and the workers shall be familiar with the requirements of this Convention, and in particular actively use, the Inventory of Hazardous Materials and the Ship Recycling Plan, prior to and during the removal of hazardous materials.
- (2) Ship recycling facilities shall ensure that all hazardous liquids, materials and sediments detailed in the inventory are labelled, packaged and removed by properly trained and equipped workers taking into account the guidelines developed by the Organization, and in particular ensure that:
 - (a) all hazardous liquids, residues and sediments are identified and removed to the maximum extent possible prior to cutting;

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- (b) substances or objects containing heavy metals such as lead, mercury, cadmium and hexavalent chromium, are identified, labelled and removed to the maximum extent possible prior to cutting;
 - (c) paints and coatings that are highly flammable and/or leads to toxic releases during cutting are identified, labelled and removed to the maximum extent possible prior to cutting;
 - (d) any asbestos is identified, labelled and removed to the maximum extent possible prior to cutting by workers that are specially trained and equipped to do so;
 - (e) PCB and materials containing PCBs materials are identified, labelled and removed to the maximum extent possible prior to cutting by workers that are specially trained and equipped to do so, and that heat inducing equipment is avoided during such operations;
 - (f) CFCs and halons are identified, labelled and removed by workers that are specially trained to do so; and that
 - (g) other wastes and hazardous materials not listed above and that are not a part of the ship structure, are identified labelled and removed to the maximum extent possible prior to cutting.
- (3) Ship recycling facilities authorized by a Party shall provide for and ensure safe and environmentally sound management of all hazardous materials and wastes removed from the ship recycled at that facility. Disposal sites shall be identified, and materials disposed shall be labelled to provide for the further safe and environmentally sound handling of these materials.
- (4) All wastes generated from the recycling activity shall be kept separate from recyclable materials and equipment, stored in appropriate conditions and only transferred to a waste treatment facility authorized to deal with their proper treatment and disposal. Wastes of different categories shall not be mixed.

Regulation C-7 – Emergency preparedness and response

- (1) Ship recycling facilities authorized by a Party shall establish and maintain an emergency preparedness and response plan. The plan shall be made having regard to the location and environment of the ship recycling facility, and take into account the size and nature of activities associated with each ship recycling operation. The plan shall furthermore:
- (a) ensure that the necessary equipment and procedures to be followed in the case of an emergency are in place, and that drills are being held on a regular basis;
 - (b) ensure that the necessary information, internal communication and co-ordination are provided to protect all people in the event of an emergency at the facility;
 - (c) provide information to, and communication with, the relevant competent authority(ies), and the neighbourhood and emergency response services;

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- (d) provide for first-aid and medical assistance, fire-fighting and evacuation of all people at the facility, pollution prevention; and
- (e) provide for relevant information and training to all workers of the ship recycling facility, at all levels and according to their competence, including regular exercises in emergency prevention, preparedness and response procedures.

Regulation C-8 – Worker safety and training

- (1) Ship recycling facilities authorized by a Party shall provide for worker safety by:
 - (a) ensuring the availability, maintenance and use of personal protective equipment and clothing needed for all ship recycling operations,
 - (b) provide for training programmes enabling workers to safely undertake all operations the worker is tasked to do, and
 - (c) ensuring that any worker at the facility has been provided with appropriate training prior to performing any ship recycling operation.
- (2) The ship recycling facility shall specifically ensure, [and the workers shall specifically be able to request,] the use of the following personal protective equipment for the operations requiring such use:
 - (a) head protection,
 - (b) face and eye protection,
 - (c) hand and foot protection,
 - (d) respiratory protective equipment,
 - (e) hearing protection,
 - (f) protectors against radioactive contamination,
 - (g) protection from falls, and
 - (h) appropriate clothing.
- (3) Ship recycling facilities authorized by a Party may co-operate in providing for training of workers. Taking into account the guidelines developed by the Organization, the training programmes set forth in paragraph (1)(b) of this regulation shall:
 - (a) cover all workers and members of the ship recycling facility;
 - (b) be conducted by competent persons;
 - (c) provide for initial and refresher training at appropriate intervals;
 - (d) include participants' evaluation of their comprehension and retention of the training;
 - (e) be reviewed periodically, and modified as necessary; and
 - (f) be documented.

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Regulation C-9 – Reporting on incidents and chronic effects

(1) Ship recycling facilities authorized by a Party shall report to the competent authority(ies) any incident or chronic effects causing and with the potential of causing risks to workers safety, human health and the environment. Such incidents or effects may include but are not limited to injuries, diseases, ill health, discharges and emissions to the environment.

(2) Reporting of incidents shall contain a description of the incident or chronic effect, the cause of the incident or effect, the response action taken, consequences and corrective actions to be taken.

[SECTION D – Reporting requirements

Regulation D-1 – Initial notification and reporting requirements

(1) A shipowner shall notify the Administration of his intention to recycle a ship [in due time][*period to be decided*] and in writing in order to enable the Administration to prepare the survey and certification required by this Convention.

(2) A recycling facility preparing to receive a ship for recycling shall [in due time] [*period to be decided*] and in writing notify its competent authority(ies) of the intent. The notification shall include at least the following ship details:

- .1 the name of the State whose flag the ship is entitled to fly;
- .2 the date on which the ship was registered with that State;
- .3 the ship's identification number (IMO number);
- .4 hull number on new-building delivery;
- .5 the name and type of the ship;
- .6 the port at which the ship is registered;
- .7 the name of the shipowner and its address;
- .8 the name of all classification society(ies) with which the ship is classed; and
- .9 the ship's main particulars (Length overall (LOA), Breadth (Moulded), Depth (Moulded), Lightweight, Cargo carrying capacity, Gross and Net tonnage, and engine type).

(3) When the ship destined to be recycled has acquired the International Ready for Recycling Certificate, the ship recycling facility shall report to its competent authority(ies) on the planned start of the ship recycling. The report shall be in accordance with the reporting format in Appendix 2, and shall at least include a copy of the International Ready for Recycling Certificate and the Ship Recycling Plan. [If the competent authority(ies) of the recycling State has/have no objections to the report within [14] days of its registered reception, the recycling of the ship may start.]

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Regulation D-2 – Reporting upon completion

When the recycling of a ship is completed in accordance with the requirements of this Convention a statement of completion shall be issued by the recycling facility and reported to its competent authority(ies). The statement shall be issued when all the materials of the ship are safely managed, and shall include a report on incidents damaging human health and/or the environment if any. [The Statement of Completion of the ship recycling shall be copied to the Administration which issued the International Ready for Recycling Certificate for the ship in question.] [The competent authority(ies) shall submit the Statement of Completion of the ship recycling to the Administration which issued the International Ready for Recycling Certificate for the ship in question].]

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Appendices

1. Controls of hazardous materials

[To be developed]

2. Forms for relevant certificates and other documents

- .1 Form of the International Certificate for a ship Inventory of Hazardous Materials.
- .2 Form of the International Ready for Recycling certificate.
- .3 Form of the authorization of recycling facilities.
- .4 Form of the Statement of Completion of the Ship Recycling.
- .5 Reporting forms [to be developed].

Appendix 2.3 Form of the Authorization of Recycling Facilities**Document of Authorization to conduct Ship Recycling (DASR) in accordance with the requirement of the International Convention for Safe and Environmentally Sound Recycling of Ships**

Issued under the provision of the International Convention for Safe and Environmentally Sound Recycling of Ships under the authority of the Government of:

.....
(full designation of the country)

By.....

(full designation of the competent person or organization authorized under the provisions of the Convention)

Name of Ship Recycling Facility	Distinctive company identity No.	Full address	Working language(s)

This is to verify that the Ship Recycling facility have implemented.

Management systems, Procedures and Techniques in accordance with Section C of the Convention.

This authorization is valid until subject to periodic renewal in accordance with and to any limitations as identified in supplement A.

Issued at.....
(place of issue of the authorization)

.....
(Date of issue) (Signature of duly authorized official issuing the authorization)

(Seal or stamp of the authority, as appropriate)

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SUPPLEMENT TO:
DOCUMENT OF AUTHORIZATION TO UNDERTAKE SHIP RECYCLING (DASR) IN
ACCORDANCE WITH THE INTERNATIONAL CONVENTION FOR SAFE AND
ENVIRONMENTALLY SOUND RECYCLING OF SHIPS

Notes:

1. This record shall be permanently attached to the DASR. The DASR shall be available at the ship recycling facility at all times.
2. All procedures, plans and other documents produced by the ship recycling facility and required under the terms to which the DASR has been issued shall be available in the working language of the facility and in either English, French or Spanish.
3. The authorization is subject to the limitations defined by this supplement.

1 GENERAL TERMS**1.1 Recycling facility Management Plan**

The ship recycling facility have established and implemented operational management procedures and plans contained in the following document:

Recycling facility Management Plan for:
 (developed in accordance to guidelines to be developed by the Organization).

1.2 Recycling facility Management capability

The ship recycling facility management have demonstrated knowledge of the use of the Inventory of Hazardous Materials and Ship Recycling Plan by:

.....

1.3 Acceptance of ships

For ships falling under the scope of this convention, the ship recycling facility can only accept a ship for recycling when the ship:

- 1 is certified by the Administration(s) or organizations recognized by it as ready for recycling verified by a valid International Ready for Recycling Certificate (IRRC);
- 2 carry a valid International Certificate for Ship Inventory of Hazardous Materials (ICSIHM) issued by the Administration(s) or organizations recognized by it accompanied by:
 - 2.1 a valid Ship Inventory of Hazardous Materials.

2 CAPABILITY OF SHIP RECYCLING FACILITY**2.1 Number of slots and their capacity**

Number of slots operated by the facility:

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The ship recycling facility can only accept a ship for recycling in the following size category/categories:

Slot No.1

[Minimum size]			Maximum size		
Length	Breadth	Lightweight	Length	Breadth	Lightweight

Slot No.2

[Minimum size]			Maximum size		
Length	Breadth	Lightweight	Length	Breadth	Lightweight

Slot No.3

[Minimum size]			Maximum size		
Length	Breadth	Lightweight	Length	Breadth	Lightweight

Additional slots if any:

Slot No. ...

[Minimum size]			Maximum size		
Length	Breadth	Lightweight	Length	Breadth	Lightweight

2.2 Ship type limitations

The ship recycling facility [can only][cannot] accept a ship for recycling in the following size category/categories:

	Dry cargo	Wet cargo	Passenger	[other]
Slot No.1				
Slot No.2				
Slot No.3				
Slot No. ..				

The facility is [designed, constructed and] operated in order to recycle the following ship types in addition to those above:

Additional ship types:

2.3 Removal, storage and disposal of hazardous materials and waste

[to be further developed]

The ship recycling facility is designed, constructed and operated for the removal of the following substances:

Hazardous Materials/ Waste Category	Asbestos	PCB	Heavy metals	Ships waste	
				Wet	Dry

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Removed hazardous materials/waste shall not be mixed and either stored in facilities appropriate for the specific category prior to disposal or disposed off immediately by the facility or by a licensed company.

The facility has on-site storage capability for the following hazardous materials/waste categories:

	Asbestos	PCB	Heavy metals	Ships waste	
				Wet	Dry
Site storage					
Capacity (by volume or weight)					

The ship recycling facility has either:

- 1 established disposal facilities for the following hazardous materials/waste categories:

	Asbestos	PCB	Heavy metals	Ships waste	
				Wet	Dry
Disposal					

- 2 established disposal for all appropriate hazardous materials/ waste categories by sub-contracting as follows:

	Asbestos	PCB	Heavy metals	Ships waste	
				Wet	Dry
Contractor					

the ship recycling facility shall make every effort to ensure that all waste disposals shall be safe and environmentally sound in compliance with all relevant local or national regulations/ requirements.

3 SAFETY

The ship recycling facilities have implemented appropriate precautions in order to avoid any accidents with focus on safeguarding human health and the environment.

3.1 Ship Recycling Plan

No recycling work can be started until:

- the ship recycling facility can demonstrate compliance between the category capability of the ship recycling facility and the associated characteristics of the vessel and;

- Ship specific Ship Recycling Plan:
 - has been developed in (the) language(s) required by the DASR;
 - is available for inspection by officers of the Administration or organizations recognized by the Administration;

Procedures for establishing category capability compliance and Ship Recycling Plans are contained in attachment to the Recycling facility Management Plan in document.

.....

3.2 Safe for hot work

- plan for hot work has been established;
- ensuring that precautions are undertaken to establish gas free atmospheres throughout the ship recycling process;

Procedures for ensuring gas free atmospheres safe for workers presence and hot work operations are contained in attachment to the Recycling facility Management Plan in document.

.....

3.3 Accident prevention measures

Procedures for safe ship recycling have been established and are contained in attachment to the Recycling facility Management Plan in document.

.....

The procedure covers:

Theme	Included
Workers training	
Spillage prevention	
Incident reporting	

3.4 Emergency preparedness and response

The ship recycling facility has established plans for emergency, preparedness and response covering the capacity and taken into account the recommendations of the guideline as appropriate. This is contained as an attachment to the Recycling facility Management Plan in document.

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This authorization is subject to periodic emergency drills – every 6 months. The emergency preparedness and response plan contain instructions for such drills. For the period of which this authorization is valid, the following drills are to take place.

Drill 1:
 Drill 2:
 Drill 3:
 Drill 4:
 Drill 5:
 Drill 6:

3.5 Workers safety and training

Plan for training of workers incorporating all operational procedures and integrating all safety aspects are attached to the Recycling facility Management Plan in document.

.....

Personal protective equipment is provided all workers engaged in the ship recycling operation inclusive as follows:

Personal protective equipment	Included
Head protection	
Face and eye protection	
Hand and foot protection	
Respiratory protective equipment	
Hearing protection	
Protectors against radioactive contamination	
Appropriate clothing	
Protective measures against falls	

4 COMPLETION STATEMENT AND REPORTING

It is the responsibility of the ship recycling facility to issue a Statement of Completion (SOC) following the finalization of the recycling process. The facility has developed a standard format for issuing such statement. This is attached to the Recycling facility Management Plan in document.

.....

ANNEX 2

**DRAFT TERMS OF REFERENCE FOR THE CORRESPONDENCE GROUP
ON SHIP RECYCLING***

Taking into consideration the report of the Working Group on Ship Recycling established at MEPC 55 (MEPC 55/WP.5) and the decisions reached at MEPC 55, the Correspondence Group on Ship Recycling is instructed to:

- .1 further develop the draft Convention;
- .2 further develop the draft guidelines necessary under the draft Convention; and
- .3 submit a written report to the Intersessional Working Group on Ship Recycling for consideration.

* Co-ordinator:
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Please note that the above contact details are valid from 1 November 2006.

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ANNEX 3**DRAFT TERMS OF REFERENCE FOR THE INTERSESSIONAL WORKING GROUP
ON SHIP RECYCLING**

Taking into consideration the report of the Intersessional Correspondence Group on Ship Recycling and taking into account any relevant documents submitted to MEPC 56, the Intersessional Working Group on Ship Recycling is instructed to:

- .1 further develop the draft Convention;
 - .2 further develop the draft guidelines necessary under the draft Convention; and
 - .3 submit a written report to MEPC 56.
-