

Fidaa Karkori · Alexander Arnfinn Olsen

Inventory of Hazardous Materials

Synthesis Lectures on Ocean Systems Engineering

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Preface

In May 2009, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (Ship Recycling Convention) was formally adopted at a Diplomatic Conference in Hong Kong. The purpose of the Ship Recycling Convention is to prevent, reduce, minimise and, to the extent practicable, eliminate accidents, injuries and other adverse effects on human health and the environment caused by ship recycling, and to enhance a vessel's safety, protection of human health and the environment throughout a vessel's operating life (Article 1). Specific regulations for safe and environmentally sound recycling of vessels are annexed to the Convention. In order to adopt procedures for facilitating the effective implementation of the Convention, IMO has been focusing its efforts in developing a set of guidelines for the development of the inventory of hazardous materials, development of a ship recycling plan, authorisation of ship recycling facilities, safe and environmentally sound ship recycling, etc.

Essential to the implementation scheme of the Convention is the development and maintenance of a document referred to as the Inventory of Hazardous Materials ("Inventory" or "IHM"), which was previously known as the "Green Passport" (GP) in IMO Resolution A.962(23), IMO Guidelines on Ship recycling. The Inventory is vessel-specific and covers the whole life of the vessel, from construction, throughout the vessel's operating life up to the time of preparation for scrapping at the end of the vessel's useful life. The main differences between an Inventory and a Green Passport are that compared to a Green Passport, an Inventory requires a more detailed and reasonably accurate account of the listed hazardous substances in the inventory and the additional procedure of sampling where required, to be carried out for existing vessels.

Since the introduction of the Class Guide for the Class Notation Green Passport (GP) in March 2011, several revisions to the guidelines have been adopted by IMO, these revisions have further assisted in a more accurate preparation of the Inventory. This Class Guide for the Inventory of Hazardous Materials supersedes the Class Guide for the Class Notation Green Passport (GP), 2011 (Updated February 2014).

This text provides the Class requirements for the review and verification of the initial Inventory for new construction vessels and existing vessels and also for the maintenance and verification of the Inventory for a vessel in service. The initial inventory covers Part I of the IHM, as it is the only part that needs to be maintained during the life of the vessel. The preparation and review of Parts II and III of the IHM are outside the scope of this text. As the requirements in this text are aligned to the Guidelines developed by IMO for the Hong Kong Convention, the IHM notation will enable issuance of “The International Certificate on Inventory of Hazardous Materials” when the Hong Kong Convention enters into force. The parts in this text which are additional classification requirements and Class interpretations of the aforementioned Ship Recycling Convention and/or Resolution are presented in non-italics “Times New Roman” type style. Under these parts are also, wherever applicable, Class interpretations of IMO, IACS, and other related instruments.

The application of this text is optional. However, recognising the increasing attention of the maritime community on the protection of the marine environment and occupational health and safety relating to ship recycling, which is further supported by Regulation (EU) No 1257/2013 of the European Parliament and of the Council on ship recycling (EU SRR), the compliance with which is considered as a route for early ratification of the Ship Recycling Convention, designers, shipbuilders, shipowners, and operators are encouraged to apply this text.

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