



MARINE ENVIRONMENT PROTECTION
COMMITTEE
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Agenda item 3

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RECYCLING OF SHIPS

Interim report of the trial ship recycling project and of developing the revised draft Facility Guidelines

Submitted by Japan

SUMMARY

<i>Executive summary:</i>	This document provides the progress of the trial ship recycling project and the progress of developing the draft Guidelines for Safe and Environmentally Sound Ship Recycling
<i>Strategic direction:</i>	7.1
<i>High-level action:</i>	7.1.2
<i>Planned output:</i>	7.1.2.2
<i>Action to be taken:</i>	Paragraph 9
<i>Related documents:</i>	MEPC-ISRWG 2/2; MEPC 55/3/1; MEPC 56/3/2, MEPC 56/3/4, MEPC 56/3/5, MEPC 56/WP.5, MEPC 56/23; MEPC-ISRWG 3/INF.4 and MEPC 57/3/6

Introduction

1 As reported in document MEPC 57/3/6, Japan is conducting a trial of ship recycling at one of the Japanese recycling facilities from February 2008 by using a government-owned ship, of which the principal particulars are shown below. This project will be finished at the end of August 2008. The purpose is to examine the effectiveness and practicability, including any technical difficulties and cost implications, of the draft Guidelines for Safe and Environmentally Sound Ship Recycling (“draft Facility Guidelines” hereafter) (MEPC 56/3/4 and MEPC 56/3/5) and of other relevant guidelines such as the draft Guidelines for the Development of the Inventory of Hazardous Materials (“draft Inventory Guidelines” hereafter) and the draft Guidelines for the Development of the Ship Recycling Plan (“draft SRP Guidelines” hereafter), in order to check their usefulness from a recycling facility’s standpoint. Japan will reflect the result of the above trial in the draft Facility Guidelines and the other relevant guidelines. In this way, any problems with the practical application of the draft Facility Guidelines will be identified and rectified in its development stage.

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Principal particulars of the ship for the trial

Length	77.82 m
Breadth	9.60 m
Depth	5.30 m
Gross Tonnage	About 960 tons
Deadweight Tonnage	About 1,340 tons
Light Displacement Tonnage	About 970 tons
Ship's Age	27 years

Progress of Ship Recycling Trial Project

2 Preparatory works on the trial ship recycling project

.1 Development of Inventory of Hazardous Materials

- Based on the draft Inventory Guidelines submitted by Japan and Germany (MEPC 56/3/2), Japan developed a number of Part I of Inventory of Hazardous Materials for existing ships from 2007 in order to check the effectiveness and practicability of the draft Inventory Guidelines.
- Prior to the commencement of the "Ship recycling trial", the Inventory of Hazardous Materials (Parts I, II and III) was developed after the ship was decided to be recycled.

Inventory of Hazardous Materials :

Part I HAZARDOUS MATERIALS CONTAINED IN THE SHIP'S STRUCTURE AND EQUIPMENT

1.1 Paints and Coating Systems containing materials listed in Table A and Table B of Appendix 1 of the Guidelines

No.	Application of Paint	Name of Paint	Location	Materials (Classification in Appendix 1)	Appx. Quantity	Remarks
1					kg	
2					kg	

1.2 Equipment and Machinery containing materials listed in Table A and Table B of Appendix 1 of the Guidelines

No.	Name of Equipment and Machinery	Location	Materials (Classification in Appendix 1)	Parts of Use	Appx. Quantity	Remarks
1	Main engine	Eng. Rm. Lower floor	Asbestos	Tokko them ostat/gasket	0.05	kg
2			Asbestos	Starting air inlet pipe packing	1.08	kg
3			Asbestos	Exh. Pipe packing	0.05	kg
4			Asbestos	Turbocharger packing	0.18	kg
5	Main generator engine		Asbestos	Governer packing	0.05	kg
6			Asbestos	Exh. gas turbocharger bearing cover packing	0.09	kg
7	Auxiliary boiler		Asbestos	W-50/gasket	0.10	kg
8			Asbestos	Oil heater gasket	0.05	kg
9			Asbestos	Oil heater gasket	0.05	kg
10			Asbestos	Oil heater packing	0.05	kg
11	CPP propeller unit	CPP Rm)	Asbestos	oil cooler gasket	0.10	kg
12			Asbestos	gasket	0.96	kg
13			Asbestos	Oil cooler/HBA-620F2	0.10	kg
14	Water tight slide door unit		Asbestos	Packing	3.10	kg
15	Safety valve	Eng. Rm. Upper floor	Asbestos	gasket	0.58	kg
16	Freshwater heater		Asbestos	gasket	0.19	kg
17	Indlass	Upper deck	Asbestos	Brake lining	0.60	kg
18					0.18	kg
19					40.00	kg

Sample of the Inventory of Hazardous materials

.2 Development of Ship Recycling Plan

- Having the finalized Inventory of Hazardous Materials, the facility, in co-operation with the Japanese government as the shipowner of this particular ship, has developed the Ship Recycling Plan for the ship.

SRP Hull Cutting Plan 961.24GT LDT.											
SCHEDULE	1W	2W	3W	4W	5W	6W	7W	8W	9W	10W	TOTAL
Weight		60	90	140	130	150	150	130	130	50	1,030
Cutting Part		60	70	140	130	140	140	120	120	40	960
Preparatory Works											
Residual Oil Cleaning, Gas Free											
Remove Hazardous Materials											
Remove Asbestos, ACMs											
Deck Machineries		30									
Super Structure, Accommodation		30									
Above Water Line			20								
Focs Deck, FP Tank											
Stem Const. Engine Const. (Funnel)				20	40	40	50	30			
Engine Room Machineries					30	30	20				
Accommodation Tanks				60	60	40	80	100	30		
				50	60	30	80	100	30		
Bottom Construction				50	60	30	80	100	30		

An example of the cutting plan on the SRP

- 3 The status quo of the progress of recycling work on the ship as of 31 July is as follows:
- .1 removing wood works along with the cutting lines;
 - .2 removing furniture and other out-fittings; and
 - .3 cutting hull plates to large sized blocks in accordance with the hull cutting plan in the SRP.



Removing flammables along the cutting lines before gas cutting (pre-cleaning work)



Cutting accommodation structure along the pre-cleaned part of plates



Drain system to control contaminated soil by providing rain pit

4 By evaluating the results of every phase of the recycling works including handling of hazardous materials, workers' safety, environmental issues and other aspects inherent to the works throughout the project, the Ship Recycling Plan is under review in order to make it more realistic, adaptable, and acceptable to all parties concerned.

Findings by the Ship Recycling Trial Project (as of July 2008)

5 While developing the Ship Recycling Plan in accordance with the draft SRP Guidelines, we found that there are many duplicated guidance/instructions set forth with the draft Facility Guidelines. The draft SRP Guidelines, addressed in annex 6 of document MEPC-ISRWG 2/2, are as follows:

- The SRP should address the following in components:
 - .1 a Worker Safety and Health Plan;
 - .2 an Environmental Compliance Plan; and
 - .3 an Operational Plan.

The above three plans are set forth in the draft Facility Guidelines in detail. A Ship Recycling Plan shall be developed for each ship, but these three plans need not be developed for each ship, and it would suffice if the Ship Recycling Plan refers to these plans which have been developed in accordance with the draft Facility Guidelines.

6 Japan shall further analyse the present operating procedure of recycling, the relevant regulations of the Convention and its related guidelines through the trial ship recycling project, in order to develop the best package of instrument. The final report of this trial ship recycling project will be provided prior to MEPC 59.

Progress of developing of the draft Facility Guidelines

7 MEPC 56 in July 2007 considered, in relation to the draft Facility Guidelines, documents MEPC 56/3/4 (Japan), MEPC 56/3/5 (Japan), MEPC 56/3/6 (United States) and MEPC-ISRWG 2/3 (Denmark). The working group agreed that the Japanese documents should be the basis and that the other two documents should be integrated as relevant in the further development of the guidelines (MEPC 56/23, paragraph 3.38).

8 Immediately after MEPC 56, Japan started working on an "integrated" document, and the revised draft has been submitted to the United States and Denmark for their consideration. Assuming that MEPC 58 will concentrate on the text of the draft Convention itself and noting the work programme agreed at MEPC 57 whereby MEPC 59 will consider the draft Facility Guidelines for adoption, Japan intends to submit the draft Facility Guidelines to MEPC 59, well in advance of the meeting, after trying to incorporate comments from as many stakeholders as possible. Japan would welcome comments from MEPC participants and other stakeholders during the process of refining the draft before its submission.

Action requested of the Committee

9 The Committee is invited to note this information and take action as appropriate.