



MARINE ENVIRONMENT PROTECTION
COMMITTEE
60th session
Agenda item 3

MEPC 60/3/4
15 January 2010
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RECYCLING OF SHIPS

Relationship between Ship Recycling Facility Plan and Ship Recycling Plan

Submitted by Japan

SUMMARY

<i>Executive summary:</i>	This document explains the relationship between the Ship Recycling Facility Plan and the Ship Recycling Plan
<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 7
<i>Related documents:</i>	MEPC 60/3 and MEPC 60/INF.5

Introduction

1 Japan, as the coordinator of the correspondence group (CG), submitted the report of the group on ship recycling guidelines to the sixtieth session of the Marine Environment Protection Committee (MEPC 60). One of the focuses of the group's discussion was the relationship between the Ship Recycling Facility Plan (SRFP) and the Ship Recycling Plan (SRP).

2 In this document Japan would like to clarify the relationship between these plans in order to facilitate the discussion in MEPC 60.

3 The SRFP is a facility-specific plan for a Ship Recycling Facility to demonstrate its compliance with the requirements of "the Hong Kong International Convention for Safe and Environmentally Sound Recycling of Ship, 2009" (hereafter "the Convention"). The SRFP is, therefore, developed only once when the Ship Recycling Facility applies for an authorization from the Competent Authority.

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4 Regulation 9 of the Convention stipulates that: “a ship-specific Ship Recycling Plan shall be developed by the Ship Recycling Facility(ies) prior to any recycling of a ship, taking into account the guidelines developed by the Organization”; that it: “shall be developed taking into account information provided by the shipowner”; and that it: “shall include information concerning, *inter alia*, the establishment, maintenance, and monitoring of Safe-for-entry and Safe-for-hot work conditions and how the type and amount of materials including those identified in the Inventory of Hazardous Materials will be managed”. It is thus clear that the SRP is a ship-specific document, which a Ship Recycling Facility develops each time “prior to any recycling of a ship” (although “copy and paste” are not excluded). Its documentation requirements (i.e. what should be written in SRP) are still open questions, as the guidelines for the development of the Ship Recycling Plan (hereafter “the SRP guidelines”) referred to in regulation 9 of the Convention have not yet been discussed.

5 It is true that regulation 10 of the Convention limits the scope of the survey on SRP, conducted by the Administration or its recognized organization, to those matters related to the Inventory of Hazardous Materials and to information concerning safe-for-entry and safe-for-hot work conditions. Japan is of the view that such survey requirements do not mean that the SRP should be a piecemeal and fragmented document only on the handling of Hazardous Materials and gas-freeing. We should consider the fundamental meaning of requiring the Ship Recycling Facility to develop a SRP each time prior to any recycling of a ship. It would be beneficial for the Ship Recycling Facility to consider an appropriate process of recycling for that particular ship with full attention to the safety and environment protection, duly taking into account the ship-specific information provided by the shipowner, and then to document the procedure for its own internal management purpose. Japan believes that such process of development and documentation of SRP, with information sharing process inside the Ship Recycling Facility, is essential for the safety and environment protection, and that this is the core of the Convention.

6 We should consider the above-mentioned fundamental objective of developing the SRP, which is a continuous management process. The annex to this document further clarifies the relationship between the SRFP and the SRP.

Action requested of the Committee

7 The Committee is invited to take into account the information contained in this document and to take action as appropriate.

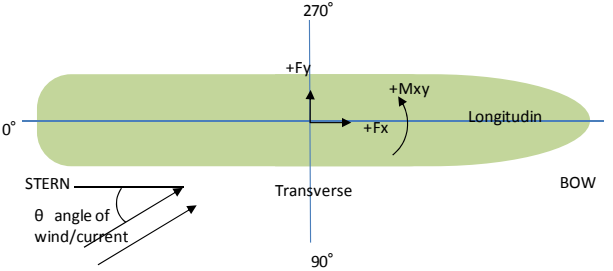
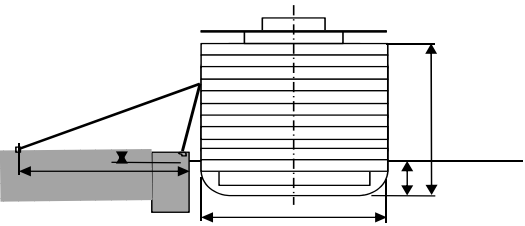
ANNEX

RELATIONSHIP BETWEEN THE SHIP RECYCLING FACILITY PLAN AND THE SHIP RECYCLING PLAN

SHIP RECYCLING FACILITY PLAN (SRFP)	SHIP RECYCLING PLAN (SRP)
<p>OBJECTIVES</p> <p>SRFP should contain and cover the necessary information for a Ship Recycling Facility (SRF) to demonstrate its compliance with the requirements of the Convention, and be the premise to obtain a Document of Authorization to conduct Ship Recycling (DASR).</p>	<p>OBJECTIVES</p> <p>SRP should provide methods, and operational procedures by chronological sequence, including descriptions whether and to what extent work will be carried out prior to, at, and after the ship arrives at the Ship Recycling Facility (SRF).</p>
<p>FRAMEWORK</p> <ul style="list-style-type: none"> SRFP would be comprehensive and facility -specific document SRFP, while comprehensive, should describe the general approach and methodology. <div data-bbox="188 887 799 1021"> <p>SHIP RECYCLING FACILITY PLAN (SRFP)</p> <p><i>FOR FACILITY/DASR</i></p> </div> <div data-bbox="193 1043 788 1256"> <p>1. INTRODUCTION AND MANAGEMENT APPROACH</p> <ul style="list-style-type: none"> Company Information Workforce and Training Program Personnel and Subcontractor Management Records Management Past Performance </div> <div data-bbox="193 1330 788 1480"> <p>2. OPERATIONAL APPROACH</p> <ul style="list-style-type: none"> Facility Information Vessel Pre-Arrival Management Vessel Arrival Management <i>Example 1</i> Ship Recycling Methodology </div> <div data-bbox="193 1561 788 1827"> <p>3. WORKER SAFETY AND HEALTH COMPLIANCE APPROACH</p> <ul style="list-style-type: none"> Regulatory Framework and Compliance Procedures Prevention of Accidents <ul style="list-style-type: none"> Safe for Entry Procedures <i>Example 3</i> Safe For Hot Work Procedures Operations and Processes Emergency Preparedness and Response Plan Fire Prevention and Response </div> <div data-bbox="193 1861 788 2074"> <p>4. ENVIRONMENTAL COMPLIANCE APPROACH</p> <ul style="list-style-type: none"> Regulatory Framework and Compliance Procedures Hazardous Materials Management <i>Example 2</i> Spill Prevention, Control, and Countermeasures Storm water Pollution Prevention </div>	<p>FRAMEWORK</p> <ul style="list-style-type: none"> Based on the SRFP, SRP would be procedural by time-series and ship-specific document SRP should include a detailed recycling method, which could vary much depending on the ship, and be a self-contained, self-explanatory document. <div data-bbox="837 887 1437 999"> <p>SHIP RECYCLING PLAN (SRP)</p> <p><i>FOR EACH SHIP</i></p> </div> <div data-bbox="842 1010 1437 1111"> <p>STEP-1</p> <ul style="list-style-type: none"> PRE-ARRIVAL MANAGEMENT PRE-CLEANING OF HMs/OILs </div> <div data-bbox="842 1178 1437 1279"> <p>STEP-2</p> <ul style="list-style-type: none"> ARRIVAL/ACCEPTANCE CHECK BERTHING/MOORING </div> <div data-bbox="842 1357 1437 1469"> <p>STEP-3</p> <ul style="list-style-type: none"> REQUIRED PRECAUTIONS SPECIFIC SAFETY TRAININGS </div> <div data-bbox="842 1536 1437 1693"> <p>STEP-4</p> <ul style="list-style-type: none"> PREPARATORY WORKS BEFORE CUTTING FINAL CLEANING OF TANKS HMs REMOVAL </div> <div data-bbox="842 1760 1437 1895"> <p>STEP-5</p> <ul style="list-style-type: none"> CUTTING WORK PLAN (CUTTING PLAN) WORKFORCE & EQUIPMENT PLAN </div> <div data-bbox="842 2040 1437 2114"> <p>STEP-6</p> <ul style="list-style-type: none"> HMs STORAGE </div>

We take up some patterns in both SRFP and SRP to illustrate the relationship between them, and they are shown below.

EXAMPLE-1

SHIP RECYCLING FACILITY PLAN (SRFP)	SHIP RECYCLING PLAN (SRP)						
<p>2. OPERATIONAL APPROACH</p> <ul style="list-style-type: none"> • Facility Information • Vessel Pre-Arrival Management • Vessel Arrival Management - ----- - ----- - Mooring arrangement (Comprehensive/ Facility Specific) <ul style="list-style-type: none"> • Ship shall be securely moored to the <u>xxxxx</u> berth with the <u>xx</u> mm wire ropes and/or chains. • Required safe mooring forth shall be checked before arrival of the ship. • Ships condition shall be controlled steadily safe by ballasting in accordance with the hull cutting plan and the mooring arrangement shall be adjusted accordingly. 	<p>STEP-2 ARRIVAL/ACCEPTANCE CHECK BERTHING/MOORING</p> <p>- Mooring Arrangement (Ship Specific) SRP should include:</p> <ul style="list-style-type: none"> - Mooring calculation upon severe conditions taking the shape of each ship into consideration.  <p>PCC: $Loa \times B \times D$ Wind pressure = Max <u>xxxx</u> tons Max tensile strength of wire rope = <u>xxxx</u> tons</p> <table border="1" data-bbox="837 1198 1452 1310"> <tr> <td>Calculation Result</td><td></td></tr> <tr> <td>Max. External force</td><td></td></tr> <tr> <td>Line No.</td><td></td></tr> </table> <p>- Detailed mooring arrangement plan to secure the ship from such severe conditions including required reinforcement for both ship and shore.</p> <p>xxxx mm dia wire ropes Spring lines : No.1 ~4 Bow lines : No.8 -9 Stern lines : No. 10~12</p>  <p>- Landing plan with the mooring arrangement taking the necessary ballast adjustment into consideration.</p>	Calculation Result		Max. External force		Line No.	
Calculation Result							
Max. External force							
Line No.							

*Operational procedures
for each ship (DETAIL)*

EXAMPLE-3

SHIP RECYCLING FACILITY PLAN (SRFP)	SHIP RECYCLING PLAN (SRP)																										
<p>3. WORKER SAFETY AND HEALTH COMPLIANCE APPROACH</p> <ul style="list-style-type: none"> Regulatory Framework and Compliance Procedures Prevention of Accidents <ul style="list-style-type: none"> Safe for Entry Procedures SRF should follow the process: <ul style="list-style-type: none"> Secure the safe for entry conditions of the spaces with the inspection by the CP Safe for entry certificate should be obtained and kept ----- ----- Safe For Hot Work Procedures Operations and Processes Emergency Preparedness and Response Plan <p><i>Operational procedures for each ship (DETAIL)</i></p>	<p>STEP-3 REQUIRED PRECAUTIONS SPECIFIC SAFETY TRAININGS</p> <p>Safe for Entry Procedures For O2</p> <ul style="list-style-type: none"> The following spaces shall be required the Oxygen inspection upon arrival <table border="1" data-bbox="842 600 1449 768"> <thead> <tr> <th>Name of Space/Tank</th><th>Location</th></tr> </thead> <tbody> <tr> <td>No.1 Prov. Ref chamber</td><td>Up Dk P Fr. 44 -56</td></tr> <tr> <td>No. 1~6 Cargo Hold</td><td>Fr.58 - 180</td></tr> <tr> <td>No. 1 P FO Tank</td><td>Fr. 110 -140</td></tr> </tbody> </table> <ul style="list-style-type: none"> The spaces above mentioned shall be secure that the O2 contents not less than 18%. Should the O2 level is below 18% the following ventilation measure shall be applied <table border="1" data-bbox="842 902 1449 1205"> <thead> <tr> <th>Name of Space/Tank</th><th>Ventilation</th></tr> </thead> <tbody> <tr> <td>No.1 Prov. Ref chamber</td><td>Mech Ventilation 2.7 kw Fan</td></tr> <tr> <td>No. 1~6 Cargo Hold</td><td>Open Hatch Cover Man holes for 6 hrs</td></tr> <tr> <td>No. 1 P FO Tank</td><td>Open Man holes with Mech Ventilation (Expl. Proof type) 7kw x 2 sets</td></tr> </tbody> </table> <p>-----</p> <p>For Explosive Gas</p> <ul style="list-style-type: none"> In order to ensure safety, competent person (Mr.xxx)should make a preliminary assessment of the following spaces to be entered, taking into account previous cargo carried, ventilation of the space, coating of the space and other relevant factors. <table border="1" data-bbox="842 1473 1449 1641"> <thead> <tr> <th>Name of Space/Tank</th><th>Location</th></tr> </thead> <tbody> <tr> <td>No. 1~6 Cargo Hold</td><td>Fr.58 - 180</td></tr> <tr> <td>Slop Tank P&S</td><td>Fr.48 -58</td></tr> <tr> <td>No. 1 P FO Tank</td><td>Fr. 110 -140</td></tr> <tr> <td>HFO Service Tank</td><td>Eng. Room Mid Deck Fr. 44 - 48</td></tr> </tbody> </table> <ul style="list-style-type: none"> Oil residue shall be checked and record with the IHM. After the preliminary assessment of these spaces, gas contents shall be carried out ---- ----- ----- 	Name of Space/Tank	Location	No.1 Prov. Ref chamber	Up Dk P Fr. 44 -56	No. 1~6 Cargo Hold	Fr.58 - 180	No. 1 P FO Tank	Fr. 110 -140	Name of Space/Tank	Ventilation	No.1 Prov. Ref chamber	Mech Ventilation 2.7 kw Fan	No. 1~6 Cargo Hold	Open Hatch Cover Man holes for 6 hrs	No. 1 P FO Tank	Open Man holes with Mech Ventilation (Expl. Proof type) 7kw x 2 sets	Name of Space/Tank	Location	No. 1~6 Cargo Hold	Fr.58 - 180	Slop Tank P&S	Fr.48 -58	No. 1 P FO Tank	Fr. 110 -140	HFO Service Tank	Eng. Room Mid Deck Fr. 44 - 48
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