



## Information Updates KISHPNI-IU-09-2020 (EU Ship Recycling Regulations & Hong Kong Convention)

متن زیر راجع به الزامات مربوط به قوانین بازیافت کشتی در اروپا و همچنین در سطح بین المللی است.

دو قانون متباین در این مورد وجود دارد.

1. قانون مصوبه اتحادیه اروپا که از 31 دسامبر 2020 یعنی امسال اجباری است. (EU SRR)
2. قانون دیگر به کنوانسیون هنگ کنگ مشهور بوده و هنوز لازم الاجرا نشده است. (HKC)

از نیاز های قانون اتحادیه اروپا؛ داشتن یک لیست از مواد خطرناک روی کشتی است. این لیست بر روی کشتی های پرچم اروپا و آنهایی که با پرچم های دیگر به آبهای اتحادیه اروپا تردد می کنند؛ بایستی وجود داشته و تهیه گردد که به آن لیست IHM گفته می شود.

طریقه تهیه این لیست آن است که بایستی از بازرسی که مجوز انجام چنین بازرسی را از موسسات مختلف رده بندی دارند دعوت به همکاری نمایید. به آنها بازرس "هزمت" اطلاق می شود. آنها ابتدا کشتی را برای یافتن مواد مضر محتمل بازرسی میکنند و بعد نمونه هایی از مواد احتمالاً خطرناک موجود در سازه و افزار کشتی که در آن به کار برده شده اند، برداشته و به آزمایشگاه ذیصلاح میفرستند و پس از دیدن نتایج؛ یک IHM لیست تهیه می کنند که بعداً مالک کشتی آن را برای تاییدیه به موسسات رده بندی می فرستد. این لیست بایستی به روز آوری شده و قابل بازبینی توسط مقامات مختلف باشد.

این عملیات از دو تا پنج روز طول می کشد.

In view of an increased concern about various environmental issues, the focus on the use of non-hazardous materials in ship design, building and operation is also increasing. Two regulations are presently governing these issues:

- Regulation (EU) No. 1257/2013 of the European Parliament and of the Council of 20 November 2013 on Ship Recycling (EU SRR)
- Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 SR/CONF/45 (HKC)

The EU SRR and the HKC, both statutory requirements, place responsibility on ship owners, ship builders, suppliers, recycling facilities and national authorities to ensure the safe and environmentally viable management of hazardous materials (HazMats) as well as the sustainable recycling of ships. A fundamental requirement of these regulations is the documentation of hazardous materials on board ships, the so-called Inventory of Hazardous Materials (IHM), which shall be enforced from 31DEC2020 onwards.

**Hence, if any ship is plying in EU waters, she must have the IHM approved by their class.**

The table below provides an overview of the requirements from the two regulations in terms of their scope and certification:

---

Announcing that our expertise have taken greatest care for indubitability of the material in this document, Providing guidelines & notices, Permitting the usage of the info & data in training, familiarization and any other possible and legitimate loss prevention activities; KishPNI accepts no Liabilities or claims whatsoever arising from or related to the inadequate use or improper interpretation of the delivered knowledge, advising all recipients to Endeavor the essential Due Diligence in carrying out their management & operational activities upon and through which, KishPNI club is providing support & assistance.

## جدول مقایسه دو قانون

EU SRR vs IMO HKC		
COMPARISON	EU SRR	IMO HKC
Entry into Force	31 Dec 2018  <ul style="list-style-type: none"> <li>for EU/EEA flagged new* ships; and</li> <li>for EU/EEA flagged ships going for recycling</li> </ul> 31 Dec 2020 for all EU/EEA flagged ships and third part ships visiting EU/EEA ports and anchorages	Not yet ratified
Applicability	EU/EEA flagged ships ≥ 500 gross tonnage (GT) Ships ≥ 500 gross tonnage (GT) calling any EU/EEA ports/anchorages  Ship Recycling Facilities (SRFs) (European List)	Ships ≥ 500 gross tonnage (GT) Ship Recycling Facilities
Excluded	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; ships of less than 500 GT; or  ships operating throughout their life only in waters subject to the sovereignty or jurisdiction of the State whose flag the ship is entitled to fly,	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; ships of less than 500 GT; or  ships operating throughout their life only in waters subject to the sovereignty or jurisdiction of the State whose flag the ship is entitled to fly,
IHM	IHM Part I investigates 15 hazardous materials listed in Annex I & II	IHM Part I investigates 13 hazardous materials listed in Appendix I & II
IHM Certification done by	Flag states or ROs  <ul style="list-style-type: none"> <li>IC (IHM Certificate) for EU/EEA flagged ships</li> <li>SoC (Statement of compliance) for third party flagged ships</li> </ul>	Flag states or ROs  <ul style="list-style-type: none"> <li>ICIHM - International Certificate on IHM</li> </ul>

**Announcing that our expertise have taken greatest care for indubitability of the material in this document, Providing guidelines & notices, Permitting the usage of the info & data in training, familiarization and any other possible and legitimate loss prevention activities; KishPNI accepts no Liabilities or claims whatsoever arising from or related to the inadequate use or improper interpretation of the delivered knowledge, advising all recipients to Endeavor the essential Due Diligence in carrying out their management & operational activities upon and through which, KishPNI club is providing support & assistance.**