



# ST. VINCENT AND THE GRENADINES

## MARITIME ADMINISTRATION

### CIRCULAR N° GEN 024 - Rev.1

### SHIP RECYCLING

**THE HONG KONG INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS,  
THE EU REGULATION No 1257/2013, AND  
EUROPEAN WASTE SHIPMENT REGULATION NO. 1013/2006**

**TO: SHIP OWNERS/SHIP OPERATORS/MANAGERS,  
MASTERS AND RECOGNIZED ORGANIZATIONS**

**APPLICABLE TO:** All ships of 500 GT and more

**EFFECTIVE AS FROM:** 31 December 2020

22<sup>nd</sup> October 2019

1. The primary regulations impacting the inventory of hazardous materials are as follows:

- a) The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, not yet in force, and
- b) The European Regulation No. 1257/2013 on Ship Recycling (EU SRR), having already entered into force in December 2016, regulates the safe and environmentally sound recycling of EU flagged vessels but also expanding to cover non-EU flagged vessels of their last voyage from EU waters.

2. The Hong Kong International Convention covers the design, construction, operation and preparation of ships, to facilitate sustainable ship recycling without compromising safety and operational efficiency. EU SRR closely follows the text of HKC and is designed to facilitate early adoption of the Convention.

### **3. The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships.**

4. The Hong Kong Convention was adopted in May 2009. After the entry into force of the Convention, the development and maintenance of an Inventory of Hazardous Materials (IHM), which identifies the amount and location of hazardous materials onboard a ship, will be required for all ships over 500 GT. Furthermore, ships shall only be recycled at ship recycling facilities authorized in accordance with the Convention.

5. Essential to the implementation scheme of the Hong Kong Convention and the EU SRR is the development and maintenance of a document referred to as the Inventory IHM, listing the type and amount of hazardous materials and their location on board. An IHM must be thorough and ship specific and updated throughout the life of a vessel to support an effective plan to discard hazardous materials.

6. Upon entry into force of the Hong Kong Convention all vessels to which this circular applies should be certified in accordance with the requirements of the Convention. This Administration recommends the early preparation of the IHM in order to smoothly implement the requirements of the Convention after its entry into force.

IHM should be completed taking into account the relevant IMO guidelines and it should be verified by a Recognized Organization to this Administration.

## 7. The EU Regulation No 1257/2013 on Ship Recycling (EU SRR)

8. EU adopted Regulation (EU) No. 1257/2013 which brings into force an early implementation of the requirements of the Hong Kong Convention for the development and maintaining IHM, including requirements for foreign or non-EU flagged ships.

The EU SRR will affect the owners of non-EU-flagged vessels calling at EU ports or anchorage earlier than the Hong Kong Convention.

9. This requires a foreign or **non-EU-flagged vessels** of 500 GT and more, including submersibles, floating crafts, floating platforms, self-elevating platforms, Floating storage units (FSUs), and Floating Production Storage and Offloading Units (FPSOs), including a vessel stripped of equipment or being towed, **calling at EU ports or anchorages, to have onboard a verified IHM, that identifies at least the hazardous materials required by the EU Regulation, and a Statement of Compliance at the earliest by 31 December 2020.**

10. It is important to note that, currently, any non-EU flagged vessel having a last voyage that either starts from an EU port, or transits through an EU port, is subject to EU Waste Shipment Regulation (and not the EU SRR). Therefore owners are advised to contact relevant EU port authorities well in advance of the last voyage their vessel for further information.

11. Ship owners/ Ship operators/Managers and masters are required to take note of the above. It is strongly recommended that owners and operators of existing vessels with IHMs start planning to comply with EU SRR well ahead of **December 2020** in order to avoid delays.

Revision History: Rev 1; Paragraphs 2,3,4,6,7,8,9 and 10 have been revised.