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HongKong Convention is set to enter in to force on 26th June, 2025, Recycling of ship's Act was notified on 16th December, 2019 and subsequently Recycling of Ship Rule, 2021 framed on 26th February, 2021. Towards regulations for recycling of ships the draft has been uploaded in the DGS website for Public Comments for a period of 15 days. Comments if any to be sent to gopikrishna.c@gov.in.

Subject: DRAFT REGULATIONS FOR RECYCLING OF SHIPS, 20XX

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DRAFT REGULATIONS FOR RECYCLING OF SHIPS, 20XX

CHAPTER 1 PRELIMINARY

G.S.R. XX(X).—In exercise of the powers conferred by section 43 of the Recycling of Ships Act, 2019 (49 of 2019), and in supersession of the Ship Breaking Code, 2013, except as respects things done or omitted to be done before such supersession, the Central Government hereby makes the following regulations, namely:—

1. Short title and commencement. —

- (1) These regulations may be called the Recycling of Ships Regulations, 2025.
- (2) They shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint and different dates may be appointed for different provisions of these rules and any reference in any such provision to the commencement of these rules shall be construed as a reference to the coming into force of that provision.

2. Application.—Unless otherwise expressly provided, the provisions of these regulations shall apply to—

- (1) All ship recycling facilities operating in India or within any area falling under the exclusive territorial jurisdiction of India.
- (2) All Indian ships intend to recycle in any foreign or Indian ship recycling yard.
- (3) All Indian Ship building and ship repair yards.

3. Definitions.—In these regulations, unless the context otherwise requires,—

- (1) “Act” means the Recycling of Ships Act, 2019 (49 of 2019);
- (2) “AERB” means Atomic Energy Regulatory Board constituted under S.O. 4772 dated 15th day of November, 1983;
- (3) “approved” means approved or accepted by the National Authority;
- (4) “Convention” means the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009, signed at Hong Kong on the 15th day of May, 2009;

- (5) “Competent Authority” means the Competent Authority designated by the Central Government in accordance with section 4 of the Act;
- (6) “Competent Person” means a person with suitable qualifications, training, and sufficient knowledge, experience and skill, for the performance of the specific work;
Explanation. –For the purpose of this clause, a competent person may be a trained worker or a managerial employee capable of recognizing and evaluating occupational hazards, risks, and employee exposure to potentially hazardous materials or unsafe conditions in Ships, Ship Recycling Facility/ies, and who is capable of specifying the necessary protection and precautions to be taken to eliminate or reduce those hazards, risks, or exposures. The Competent Person mentioned as per Factories Act 1948 and The Dock Workers (safety health and welfare) Act 1986 need to be read as per the definitions of applicable Act;
- (7) “CPCB” means Central Pollution Control Board a statutory organisation constituted in September 1974 under the Water (Prevention and Control of Pollution) Act, 1974;
- (8) “DASR” means the Document of Authorisation for Ship Recycling granted as a certificate of authorization in accordance with sub-section (6) of section 12 of the Act;
- (9) “DG FASLI” means Directorate General Factory Advice Service & Labour Institute a technical arm of the Ministry of Labour & Employment, Government of India;
- (10) “DISH” means Directorate of Industrial Safety & Health looks after the enforcement of laws governing under the provisions of the Factories Act, 1948 as amended;
- (11) “Foreign trade” means not being a home-trade, between any port or place in India and any other port or place or between ports or places, outside India;
- (12) “form” means the form appended to these regulations;
- (13) “Gross Tonnage (GT)” means the measure of overall size of a ship determined in accordance with the provisions of International Convention on Tonnage measurement of ships, 1969 as amended;
- (14) “hazardous material” means any material or substance, which is liable to cause harm to human beings, other living creatures, plants, micro-organisms, property or the environment;
- (15) “IHM” means Inventory of Hazardous Materials developed by the guidelines, as revised from time to time, provided by Marine Environment Protection Committee of the International Maritime Organisation;
- (16) “ILO” means International Labour Organization- is the United Nations agency whose mandate is to advance social and economic justice by setting international labour standards.
- (17) “IMO” means the International Maritime Organization – is the United Nations specialized agency with responsibility for the safety and security of shipping and

the prevention of marine and atmospheric pollution by ships.

- (18) "IMO MEPC Guidelines" means the Guidelines adopted by a resolution of the Marine Environment Protection Committee of the International Maritime Organisation, as may be revised from time to time;
- (19) "Lifting appliance" means all stationary or mobile cargo handling appliances including their permanent attachments, such as cranes, derricks shore-based power operated ramps used on shore or on board ship for suspending, raising or lowering, cargo or moving them from one position to another while suspended or supported, in connection with the recycling work and includes lifting;
- (20) "Light Ship Displacement Tonnage (LDT)" means measure of actual weight of the ship with no fuel, passengers, cargo, water etc. on board;
- (21) "Loose gear" means hook, shackle, swivel, chain, wire rope, sling, lifting beam, container spreader, tray and any other such gear, by means of which the load can be attached to a lifting appliance and includes lifting device;
- (22) "National Authority" means Directorate General of Shipping, designated as National Authority by the Central Government with a notification under section 3 of the Act;
- (23) "NIOH" means National Institute of Occupational Health which supports policy makers for adopting an appropriate policy in the field of occupational health;
- (24) "non-Convention ship" means a ship described under paragraph 2 and 3 of Article 3 of the Convention;
- (25) "non-party" means a country which is not a party to the Convention;
- (26) "Port Authority" means a person appointed and authorized by the State Maritime Board (SMB) or any officer appointed under the Major Port Trusts Act, 1963 to act as Port Authority;
- (27) "Radiological Safety Officer (RSO)" means any person who is so designated by the SMB/ state government and approved by AERB, as per Atomic Energy (Radiation Protection) Rules, 2004;
- (28) "Safe-for-entry" means a space that meets the following criteria:
 - i. the oxygen content of the atmosphere is 21 percent by volume and the concentration of flammable vapours is not higher than 1 percent of their lower flammable limit (LFL), measured using a suitably sensitive combustible gas indicator; and
 - ii. the concentration of any toxic vapours and gases is not higher than 50 percent of their occupational exposure limit (OEL); and
 - iii. any residues or materials associated with the work authorized by the Competent person will not produce uncontrolled release of toxic materials or an unsafe concentration of flammable vapours under existing atmospheric conditions while maintained as directed;
- (29) "Safe-for-hot work" means a space that meets the following criteria:
 - i. a safe, non-explosive condition, including gas-free status, exists for the use of electric arc or gas welding equipment, cutting or burning equipment or other forms of naked flame, as well as heating, grinding, or spark generating

operations;

- ii. Safe-for-entry requirements as per clause (28) above;
 - iii. existing atmospheric conditions will not change as a result of the hot work; and
 - iv. all adjacent spaces have been cleaned, or inerted, or treated sufficiently to prevent the start or spread of fire;
- (30) "Safe Working Load (SWL)" in relation to an article of loose gear or lifting appliance means the load which is the maximum load that may be imposed with safety in the normal working conditions and as assessed and certified by the competent person;
- (31) "Safety Officer" means Officer appointed to ensure safety in hazardous process as per Section 40 B of the Factories Act 1948, as amended;
- (32) "Site inspection" means an inspection of the Ship Recycling Facility confirming the condition described by the verified documentation;
- (33) "SMB" means State Maritime Board as constituted by the State Government under official Gazettes as per the role and functions stipulated under the Indian Port Act, 1908;
- (34) "Special Concern Ships" means a war ship, nuclear powered ships and naval vessels, large passenger ships of more than 20,000 LDT, tankers and other classes of ships as specified in Third Schedule;
- (35) "SPCB" means State Pollution Control Board and is the Board or Committee constituted under sub-section (1) of section 4 of the Water (Prevention and Control of Pollution) Act, 1974 (6 of 1974);
- (36) "Supervisor" means safety Supervisor appointed to supervise safety provisions in hazardous processes as per Section 41-C (b) of Factories Act, 1948;
- (37) "Recognized Organisation" means such person or organisation specified by the National or Competent Authority in accordance with sub-section (2) of section 40 of the Act;
- (38) "Rules" means Recycling of Ships Rules 2021 as amended from time to time;
- (39) "schedule" means the schedule appended to these regulations;
- (40) "ship" means a vessel and floating structure of any type whatsoever operating or having operated in the marine environment and includes submersibles, floating platforms, self-elevating platforms, the floating storage units, and the like;
- (41) "surveyor" shall be assigned the meaning as defined under sub-section (48) of section 3 of the Merchant Shipping Act, 1958 (44 of 1958) as amended;
- (42) "worker or employee" means a person employed, directly or by or through any agency (including a contractor) with or without the knowledge of the principal employer, whether for remuneration or not, in any ship recycling, or in cleaning any part of the machinery or premises used for ship recycling, or in any other kind of work incidental to, or connected with, the ship recycling,

or the subject of the ship recycling but does not include any member of the armed forces of the Union;

- (43) The words and expressions used in these regulations and defined in the Act shall have the same meaning as assigned to them in the Act and the Merchant Shipping Act, 1958 (44 of 1958), as amended.

CHAPTER 2

General Responsibilities

4. Responsibilities of National Authority

- (1) To continuously administer, monitor and control the ship recycling activities within its jurisdiction in accordance with the requirements of the Act, the rules and the regulations;
- (2) To issue various Orders / Notices for effective supervision and monitoring of all activities related to ship recycling in the territorial jurisdiction of India;
- (3) To develop and implement policies in the ship recycling with a goal to achieve "Green ship recycling", "zero waste" and "zero accidents";
- (4) To review appeals made against the orders issued or decisions taken by competent authority or any of the surveyors acting on behalf of National Authority;
- (5) To nominate single contact point to act as central communicating partner between IMO, competent authority (ies) and any other Administration;
- (6) To Communicate following information to International Maritime Organization (IMO) :
 - (i) A list of ship recycling facilities authorized in accordance with convention.
 - (ii) Contact details of competent authority.
 - (iii) Annual list of Indian flag ships for which International Ready for Recycling certificate has been issued
 - (iv) Annual list of ships recycled with in territorial jurisdiction of India.
 - (v) Information concerning violations of this Convention.
 - (vi) Actions taken towards ships and ship recycling facilities for non-compliance.
- (7) To investigate matters related to injury or death of workers and incidents related to environmental damage during ship recycling activity;
- (8) To take actions, for any non-compliance of these regulations, as per the provisions of the Act;
- (9) To undertake periodical audits of the activities carried out by competent

authority(ies) and concerned agencies within the provisions of Act;

- (10) To ensure Statement of Completion is forwarded to the concerned Administration;
- (11) To co-ordinate with NIOH , ILO and other technical agencies in developing and determining appropriate safety, welfare and medical standards for ensuring safe human health and effective monitoring of occupational health of workers;
- (12) To undertake any other actions aimed at effective implementation of this Convention and for guidelines developed by IMO related thereto.

5. Responsibilities of Competent Authority

Every Competent Authority shall, in its jurisdiction, need to fulfil following responsibilities, namely—

- (1) To continuously monitor and control the ship recycling activities within its jurisdiction in accordance with the requirements of the Act, the rules and regulations;
- (2) To authorize a ship recycling facility, approve ship specific recycling plan and issue permission for ship recycling as per these regulations;
- (3) To submit a copy of the statement of completion within fourteen days of its receipt from a ship recycling facility to the National Authority and Administration concerned;
- (4) To ensure workers / employees involved in recycling activities undergo medical examination and approved training for the delegated tasks, duties and responsibilities in the manner specified in these regulations;
- (5) To ensure that the compensations for workers / employees prescribed in these regulations are duly paid;
- (6) To maintain audit reports, copy of the DASR and such other authorizations granted under the Act for a period of at least five years from the date of an audit or from date of the grant of the DASR or such other authorizations, as the case may be;
- (7) To ensure organizations recognized on behalf of the Competent Authority are not inconsistent with the organizations recognized by the National Authority;
- (8) To assist or participate with National Authority in carrying out verification / surveillance audits for the matters related to these regulations;
- (9) To carry out any other duties assigned by the National Authority which are consistent with the provisions of the Act and the Convention;

6. Responsibilities of State Maritime Board / Port Authorities

- (1) To assist and aid National or Competent Authority in implementing policies in the ship recycling with a goal to achieve “Green ship recycling”, "zero waste" and "zero accidents".
- (2) To determine amount of compensation required to be insured by the ship recyclers for environmental damages incidental to the ship recycling activities within their jurisdiction.
- (3) To provide training, infrastructure and common facilities like water, sanitation, housing, electricity and medical treatment etc on cost recovery basis so as to ensure smooth functioning of ship recycling activity within their jurisdiction and to ensure such facility is maintained continuously to meet its intended purpose.
- (4) To ensure monitoring of soil, sediment, air, noise, vibration, water (drinking / storm / sea /river) etc. are carried out on periodical basis for sustainable environment.
- (5) To ensure anchoring and entry or beaching permission is issued to ships possessing valid insurance coverage as per section 5 of Recycling of Ships Rules 2021 and applicable ready for recycling certificate.
- (6) To ensure entry or beaching permission is issued only after obtaining recycling permission from Competent Authority and cutting permission is issued after obtaining safe for hot work and de-contamination clearances from DISH & SPCB respectively.
- (7) To develop contingency plan and ensure its effective implementation during any accident or incident. To communicate the copy of contingency plan to all the relevant agencies and to the National and Competent Authority for clear understanding and readiness with their roles and responsibilities.
- (8) To nominate nodal officer for effective co-ordination with National and Competent Authority during response action of any contingent event.
- (9) To ensure emergency response drills are conducted with all parties on periodical basis covering casualty, fire, explosion, security breach or severe pollution damage.
- (10) To co-ordinate with other agencies for obtaining necessary clearance prior to issuing entry or beaching permission.
- (11) To carry out overall supervision of the day-to-day activities of ship recycling activities within their jurisdiction. To appoint required number of qualified safety officers/supervisors for vigorous supervision of the ship recycling activities and to ensure operational readiness for attending any rescue operation in case of necessity. Such officers appointed by SMB/port authority are in addition to the Officers/Inspectors appointed by the State Government under the Factories Act.
- (12) To constitute Safety Rating Team with Safety officer/ Supervisor and/or Factory Inspector for safety evaluation within the ship recycling yard and for periodical visit of the ship recycling plots. To ensure the observed discrepancies are immediately brought to the notice of the Safety Officer/Safety Supervisor of respective plots, the incidents of unsafe practices etc. for necessary preventive action.

- (13) In addition to National or Competent Authority, the SMB/Port Authority shall have the powers to suspend the cutting operations temporarily, in case any observed unfair practices or unsafe operations in any of the ship recycling plots until the corrective measures are taken to the satisfaction of the SMB/Port Authority. Such actions to be immediately communicated to Competent Authority for information.
- (14) The SMB/Port Authority shall take up in a time bound manner the following steps: -
- (i) To rationalize the leasing arrangements for the plots, including the appropriate time period for the lease, work out appropriate plot size and layout of the recycling facilities so that the ship recycling operations could be undertaken in a well-regulated and organized manner with particular attention being paid to the requirements of safety, health and environmentally sound ship recycling operations management.
 - (ii) Setting up of a model ship recycling facility in coordination with Ship Recyclers as per prevailing National or International standards. This model facility may function as a demonstration/training facility, while being leased out to prospective plot holders for undertaking ship-breaking operations.
 - (iii) To co-ordinate with the Health Department of the State Government so as to create data base of health profile and health card of each labour with a base line health status of the labours engaged in the ship recycling industry.
- (15) Any other responsibilities entrusted by National or Competent Authority as per provisions of Recycling of Ships Act, 2019.

7. Responsibilities of Ship Recycling Facility

A ship recycler shall ensure that Ship recycling facility complies with the following requirements for the purpose of ship recycling activity:

- (1) To ensure Ship recycling facility is authorized by its competent authority for conducting ship recycling operations as per section 10 these regulations.
- (2) To ensure Ship Recycling Facility Management Plan (SRFMP) is approved by the competent authority and to ensure the continuous compliance of approved SRFMP systems and procedures during recycling activity. Such approved SRFMP should establish management and monitoring systems, procedures and techniques which have the purpose of preventing, reducing, minimizing and to the extent practicable eliminating:
 - (i) Health risks to the workers / employees concerned and to the population in the vicinity of the ship recycling facility, and
 - (ii) Adverse effects on the environment caused by ship recycling; including the demonstration of the control of any leakage, in particular in intertidal zones and during bringing the ship into the ship recycling facility;
- (3) To comply with the requirements specified in First and Fifth Schedules of these

regulations.

- (4) To establish procedures to implement emergency preparedness and response plan; ensures rapid access for emergency response by providing necessary equipment's such as fire-fighting equipment, pollution prevention equipment, vehicles, ambulances and cranes, to the ship and all areas of the ship recycling facility;
- (5) To ensure worker safety and training, while providing personal protective equipment for operations requiring such use and engaging only those workers who are duly trained and appropriately certified to carry out tasks related to ship recycling operations; and to take necessary individual or comprehensive insurance coverage for workers and to arrange for medical check-ups and further medical treatment.
- (6) To ensure safe and environmentally sound management and storage of hazardous materials and waste, including:
 - (i) the containment of all hazardous materials present on board during the entire ship recycling process so as to prevent any release of those materials into the environment; and in addition, the handling of hazardous materials, and of waste generated during the ship recycling process,
 - (ii) that all waste generated from the ship recycling activity and their quantities are documented and are only transferred to waste management facilities, including waste recycling facilities, authorized to deal with their treatment without endangering human health and in an environmentally sound manner.
- (7) To establish procedures for recording of incidents, accidents, occupational diseases and chronic effects and, reports any incidents, accidents, occupational diseases or chronic effects causing, or with the potential for causing, risks to workers' safety, human health and the environment as per the provisions of these rules and Factories Act 1948 as amended.
- (8) To submit statement of completion to the competent authority within 14 days from the date of recycling (total or partial) of ship. The statement of completion shall include a report on incidents and accidents damaging human health and/or the environment, if any;
- (9) To comply with the ship recycling requirements stipulated by the authorities like DGFSLI, CPCB, DISH, SPCB, AERB etc.
- (10) To initiate the recycling process for only those ships which they are authorized to recycle and ensure that all such ships have valid Certificate of Ready for Recycling issued by -
 - (i) The National Authority or recognized organization for ships registered in India; or
 - (ii) another Administration or recognized Organization of a country which is a party to the convention; or
 - (iii) the National Authority for ships not falling under (i) and (ii) above when such issuance is permitted as per section 29 of these regulations.

- (11) To reports its competent authority and/or national authority as per the provisions of these regulations, assists in case of casualty or pollution related investigations / inquiries and assists in assessing and paying compensations for pollution damage and cleanup operations.

8. Responsibilities of Indian and foreign ship owners

- (1) Any ship registered in India and intended to be recycled outside the territory of India shall be recycled only at a ship recycling facility authorised by a state which is party to Hong Kong Convention 2009 and meeting the requirements of Hong Kong Convention 2009.
- (2) Every Indian ship owner needs to develop and adopt ship recycling transparency initiative policy to ensure their ship (registered in India) is recycled only at a ship recycling facility duly authorised by a state which is party to Hong Kong Convention 2009 and thereby eliminating undue end of life change of flag.
- (3) Every Indian or foreign ship owner need to ensure valid insurance cover, in respect of third-party damage, marine environment pollution damage and clearance of pollution liabilities, is maintained till the permission for recycling is obtained and until the ship is accepted for recycling by the ship recycling facility.
- (4) Every Indian or foreign ship owner needs to ensure crew wages, bunker, port and other pending dues etc are timely cleared prior to handing over the ship for recycling. An undertaking or declaration to this effect needs to be submitted to the ship recycler to indemnify the ship recycler from any undue claims thereof.
- (5) Every Indian or foreign ship owner of a tanker vessel needs to ensure the cargo tanks are gas free and certified by PESO and other agencies for safe for entry and safe for hot work.

9. Responsibilities of Ship building yards and ship repair yards in India

- (1) To establish management systems, procedures and techniques for handling prohibited or restricted hazardous substances so as to prevent health risks to the workers / employees concerned or to the population in the vicinity of the Ship building or repair yard and which shall prevent, reduce, minimize and to the extent practicable eliminate adverse effects on the environment.
- (2) To collect Materials Declaration and Supplier's Declaration of Conformity (SDOC) for products and equipment's that are fitted or installed during ship building or repair for listing prohibited or restricted substances in the Inventory of Hazardous Materials.
- (3) To ensure Inventory of Hazardous Materials (IHM) is developed by a trained person as per the guidelines developed by the National Authority and such IHM is supported by applicable Materials Declaration and Supplier's Declaration prior to submitting it to ship owner.

10. Responsibilities of workers (or employees)

(1) Right of workers to warn about imminent danger or unsafe act. —

- (i) Where the workers employed in recycling activity engaged in a hazardous process have reasonable apprehension that there is a likelihood of imminent danger to their lives or health due to any accident, they may bring the same to the notice of the Safety Officer, supervisor, Competent person, agent, manager, owner or any other person who is in charge of the recycling facility or the process concerned directly or through their representatives at any time or during the Safety Committee or tool box meeting.
- (ii) It shall be the duty of such Safety officer, supervisor, Competent person, agent, manager, owner or any other person who oversees the recycling facility to take immediate remedial action if he / she is satisfied about the existence of such imminent danger or unsafe act.
- (iii) If the occupier, agent, manager or the person in charge referred to in sub-section (i) is not satisfied about the existence of any imminent danger as apprehended by the workers, he/she shall, record such decisions for review of Competent Authority during its verification audits. Nevertheless, if the corrective actions are taken the same shall also be recorded.
- (iv) The Owner / representative of Ship recycling facility should promote the right of workers as mentioned in above section in their Safety policy.

(2) Prior to start of daily activities, workers should check working condition of their Personal Protective Equipment's and equipment's related to their work area, general safeties of lifting appliances / loose gears and Gas detection equipment's. In case of any observed discrepancy then same to reported to the supervisor or any representative of recycling facility for corrective actions.

(3) Workers should undergo periodical general, and job specific exposure related medical examination as stipulated by NIOH or as per the provisions of Factories Act 1948, whichever is stringent. A copy of such medical examination reports to be retained by the workers till its validity.

(4) In case of observed / identified incidents, accident, occupational disease, workers should immediately bring such instances to the notice of concern representative of Ship recycling facility. They may also bring such instances to the notice of SMB/port authority, Competent Authority and DISH if the response of ship recycling facility is not satisfactory.

CHAPTER 3 REQUIREMENTS FOR SHIP RECYCLING FACILITIES

11. Controls on Ship Recycling Facilities

- (1) Ship Recycling Facilities shall be designed, constructed, and operated in a safe and environmentally sound manner in accordance with the provisions of these regulations.
- (2) Ship recycling facility shall be authorized in accordance with the requirements stipulated in section 13 of Ch IV of Rules for Recycling of Ships, 2021.
- (3) Ship Recycling Facility shall have established management systems, procedures and techniques that do not pose health risks to the workers concerned or to the population in the vicinity of the Ship Recycling Facility and which shall prevent, reduce, minimize and to the extent practicable eliminate adverse effects on the environment caused by recycling.
- (4) Ship Recycling Facility issued with DASR by a competent authority shall, for ships to which the Recycling of Ships Act 2019, including requirements of convention, as amended, applies:
 - (i) only accept ships that:
 - (a) comply with the Act for ships registered in India;
 - (b) comply with the Convention for ships not registered in India; or
 - (ii) only accept ships which they are authorized to recycle; and
 - (iii) have the documentation of its authorization available if such documentation is requested by a shipowner that is considering recycling a ship at that Ship Recycling Facility.
- (5) Ship recycling facilities shall recycle a ship only upon obtaining permission, to recycle the ship, by the competent authority as per section 20. (4) of the act.

12. Authorization of ship recycling facility

- (1) The ship recycler shall apply to its competent authority for authorization as per section 13 of Ch. IV of rules for recycling of ships, 2021. A formal application for authorization shall be accompanied by approved Ship Recycling Facility Management Plan (SRFMP).
- (2) A study may be conducted to assess the potential environmental impacts from the ship recycling facility as a basis for identifying and prioritizing the facility's environmental aspects. If a new ship recycling facility is planned, the study may provide the basis to determine whether the location is appropriate and suitable for ship recycling activities. The authorisation issuing Authority should ensure necessary clearances are obtained from respective Pollution Control Board for the location.
- (3) The Ship Recycling Facility shall demonstrate that the management and

operations of the ship recycling facility meet the requirements of the Act and of relevant national and/or regional legislation. The authorisation issuing Authority may ask for additional documentation and/or return the application if it is not complete. The Ship Recycling Facility may draw upon or attach other sources of information in its application.

- (4) Provided the Competent Authority is satisfied with the documentation submitted by ship recycler, shall carry out site inspection and audit of the ship recycling facility at the premises of the ship recycling facility undertaking the recycling activity. Where the recycling activity is subcontracted by the ship recycling facility, this shall include site inspection and/or audit of the subcontractor's works. The documentation and site inspection shall be in accordance with the IMO MEPC Guidelines stipulated by National Authority from time to time.
- (5) Where the application for authorization is rejected, it shall inform within ~~two~~ fourteen days to the Ship Recycling Facility the decision and reason for rejection.
- (6) The competent authority within 45 days from the receipt of application or on mutually agreed date shall conduct an audit including site inspection.
- (7) The assessment and verification shall be concluded within a reasonable time frame not exceeding sixty days.
- (8) The Competent Authority or organization recognized by it, is responsible for planning and undertaking the site inspection and audit of ship recycling facility. The site inspection may involve, or use the guidance and reports of, local or national labour inspection services. The first site inspection shall be announced in advance to the Ship Recycling Facility.
- (9) The Competent Authority or recognized organization shall communicate to the ship recycling facility the results of audit within 7 days from the last date of the audit. Where ship recycling facility fails to demonstrate compliance with the provisions of the act and implementation of its SRFMP within three follow up audits, such ship recycling facility shall be considered for non-issuance of DASR, and reasons for such non-issuance shall be communicated to the ship recycling facility. A fresh application for authorization shall be made only upon addressing the reasons for non-issuance of DASR communicated because of previous application.
- (10) Issuance, Amendment, Suspension, Withdrawal and Renewal of DASR:
 - (i) The competent authority, upon successful review of documents, SRFMP and its verification during site inspection, shall issue Document of Authorization to conduct Ship Recycling (DASR) as per Form 3 for a period not exceeding 5 years. The supplement to Form 3 must be permanently attached to the DASR.
 - (ii) The validity of DASR is maintained subject to satisfactory annual surveillance by the competent authority or organization recognized by it. The Competent Authority may vide special order stipulate any other independent survey or participation surveys during this five-year period as an oversight program.
 - (iii) In cases where a Ship Recycling Facility changes ownership, the new owner should notify the Competent Authority within 30 days of change of ownership for amending the DASR accordingly. The new owner shall

confirm in writing that it will fully comply with all requirements, including the SRFMP, and the Act. Competent authority may seek any relevant supporting documentation, as necessary with a follow up site inspection and management audit of the new owner.

- (iv) The Competent Authority may renew the certificate upon written request by the Ship Recycling Facility. The Ship Recycling Facility should support any such request with revised documents, as appropriate and shall need site inspection by Competent Authority or organization recognized by it before renewal of the certificate.

- (v) Amendment of DASR:

The Competent Authority shall amend the DASR as and when appropriate. The amendment may be initiated either by the Competent Authority or by the Ship Recycling Facility depending upon the situation, as relevant. A site inspection to verify compliance with the act before amendment of the DASR may be required. Any amendment identified either by competent authority or ship recycling facility shall be supported with appropriate documentation and update to SRFMP and shall be submitted by Ship Recycling Facility.

Following situations, but not limited to, requires amendment of the certificate:

- (a) updates in the scope of authorization.
- (b) updates in the relevant statutory instruments such as Acts, rules or regulations;
- (c) results of investigations conducted by the Competent Authority following any incidents or accidents;
- (d) practices followed at the Ship Recycling Facility found deviating from the SRFMP, affecting the certification conditions; and
- (e) change in capabilities of the Ship Recycling Facility in terms of removal, storage and processing of hazardous materials.

- (vi) Suspension and withdrawal of DASR:

- (a) The Competent Authority shall suspend the DASR, or require a corrective action from the Ship Recycling Facility, upon receipt of information demonstrating that the Ship Recycling Facility no longer satisfies the terms and conditions of the DASR. The Competent Authority may suspend the DASR temporarily or indefinitely, depending on the Ship Recycling Facility's subsequent level of compliance. During any period of suspension, the Ship Recycling Facility shall not be authorized to conduct recycling activities, except certain activities that do not negatively affect the protection of human health or the environment as permitted by the Competent Authority in its order of suspension.
- (b) Where the ship recycling facility restricts the special or annual site inspection or audit for unjustified reasons, the DASR shall be suspended by the competent authority or organization recognized by it.

- (c) Competent authority is responsible for informing to National Authority about the suspension of DASR immediately upon such suspension.
- (d) The Competent Authority may withdraw the DASR when it has the confirm information demonstrating that the Ship Recycling Facility no longer satisfies the terms and conditions of the DASR. The Competent Authority should generally reserve withdrawal for cases when the Ship Recycling Facility has seriously or repeatedly failed to comply with the provisions of the Act and when suspending the DASR does not present an adequate remedy.
- (e) The Competent Authority may reinstate the DASR only after the Ship Recycling Facility has submitted a new application to the Competent Authority demonstrating that the Ship Recycling Facility is fully complying with the provisions of the Act.
- (f) Any action or modifications at the Ship Recycling Facility that may affect the conditions on which the DASR was granted require a fresh inspection. If such an inspection reveals that the conditions of authorization are no longer in place, the DASR shall be withdrawn.
- (g) Any withdrawal of certificate shall be reported to the National Authority by the competent authority at the same time as that of ship recycling facility.

13. Ship Recycling Facility Management Plan (SRFMP)/ Ship Recycling Facility Plan (SRFP)

- (1) Every Ship Recycling Facility to which this regulation applies shall prepare a Ship Recycling Facility Management Plan (SRFMP) for the approval of Competent Authority in accordance with the applicable IMO MEPC Guidelines specified by National Authority from time to time, the plan shall include:
 - (i) a policy ensuring workers' safety and the protection of human health and the environment, including the establishment of objectives that lead to the minimization and elimination to the extent practicable of the adverse effects on human health and the environment caused by Ship Recycling;
 - (ii) a system for ensuring implementation of the requirements set out in the Act, the achievement of the goals set out in the policy of the Recycling Facility Company, and the continuous improvement of the procedures and standards used in the Ship Recycling operations;
 - (iii) identification of roles and responsibilities for employers and workers when conducting Ship Recycling operations;
 - (iv) a programme for providing appropriate information and training of workers for the safe and environmentally sound operation of the Ship Recycling Facility;
 - (v) an emergency preparedness and response plan;
 - (vi) a system for monitoring the performance of Ship Recycling;
 - (vii) a record-keeping system showing how Ship Recycling is carried out;

- (viii) a system for reporting discharges, emissions, incidents and accidents causing damage, or with the potential of causing damage, to workers' safety, human health and the environment; and
- (ix) a system for reporting occupational diseases, accidents, injuries and other adverse effects on workers' safety and human health; and
- (x) consider all the applicable requirements and recommendations provided in First Schedule and following national and international laws -
 - (a) for the matters concerned with Safety, Health, Training, Insurance and Welfare of workers including provisions of Factories Act.1948 as amended and
 - (b) applicable guidelines developed by International Labour Organisation (ILO) as specified by National Authority from time to time.

(2) Approval of Ship Recycling Facility Management Plan

- (i) Any ship recycling facility intending to obtain authorisation from Competent Authority shall prepare a plan taking in to account IMO MEPC Guidelines stipulated by National Authority from time to time and submit such plan to the competent authority along with fees specified in Sixth schedule.
- (ii) The competent authority or organization recognized by it shall issue a written acknowledgement upon receiving such plan.
- (iii) The assessment and verification shall be concluded within a reasonable time frame not exceeding sixty days unless any suggested changes are pending with the applicant.

14. Prevention of adverse effects to human health and the environment

Ship Recycling Facilities shall establish and utilize procedures to:

- (1) prevent explosions, fires, and other unsafe conditions by ensuring that Safe-for-hot work conditions and procedures are established, maintained and monitored throughout Ship Recycling;
- (2) prevent harm from dangerous atmospheres and other unsafe conditions by ensuring that Safe-for-entry conditions and procedures are established, maintained, and monitored in ship spaces, including confined spaces and enclosed spaces, throughout Ship Recycling;
- (3) prevent other accidents, occupational diseases and injuries or other adverse effects on human health and the environment; and
- (4) prevent spills or emissions throughout Ship Recycling which may cause harm to human health and/or the environment; and
- (5) take into account all the applicable existing laws & regulations along with recommendations provided in First Schedule and applicable IMO MEPC Guidelines as specified by National Authority from time to time.

15. Workers safety, training and health protection

- (1) Ship Recycling Facilities shall provide for worker safety by ensuring the

availability, maintenance and use of personal protective equipment and clothing needed for all Ship Recycling operations; such as:

- (i) head protection;
 - (ii) face and eye protection;
 - (iii) hand and foot protection;
 - (iv) respiratory protective equipment;
 - (v) hearing protection;
 - (vi) protectors against radioactive contamination;
 - (vii) protection from falls; and
 - (viii) appropriate clothing.
- (2) Ship Recycling Facilities shall ensure that training programmes are provided to enable workers to safely undertake all Ship Recycling operations they are tasked to do; including
- (i) ensuring that all workers at the Ship Recycling Facility have been provided with appropriate training and familiarization prior to performing any Ship Recycling operation.
 - (ii) Training programs for the workers are to be developed taking into consideration of relevant guidelines of convention and applicable national/international requirements. Such training programmes shall:
 - (a) cover all workers including contractor personnel and employees in the Ship Recycling Facility;
 - (b) be conducted by Competent persons;
 - (c) provide for initial and refresher training at intervals not more than 3 years;
 - (d) include participants' evaluation of their comprehension and retention of the training.
 - (e) be reviewed annually and modified as necessary; and
 - (f) be documented.
- (3) Ship recycling facility shall make immediate arrangements towards medical aid and treatment of the injured worker(s) /employees in case they meet with an accident during the ship recycling activity or incidental thereto.
- (4) Ship recycling facility shall ensure that the medical examination of worker(s) /employees are carried out at least once in two years and if the age of the worker /employee is equal or more than 45 years then the medical examination to be carried out at least once in a year. The format and requirements of medical examination shall be specified by National Authority.

16. Safe and Environmentally Sound Management of Hazardous Materials

- (1) Ship Recycling Facilities shall ensure safe and environmentally sound removal of any Hazardous Material contained in a ship. The person(s) in charge of the recycling operations and the workers shall be familiar with the requirements of the Act and the Convention relevant to their tasks and, in particular, actively use the Inventory of Hazardous Materials and the Ship Recycling Plan, prior to and

during the removal of Hazardous Materials.

- (2) Ship Recycling Facilities shall ensure that all Hazardous Materials detailed in the Inventory are identified, labelled, packaged and removed to the maximum extent possible prior to cutting by properly trained and equipped workers, in particular:
 - (i) hazardous liquids, residues and sediments;
 - (ii) substances or objects containing heavy metals such as lead, mercury, cadmium and hexavalent chromium;
 - (iii) paints and coatings that are highly flammable and/or leading to toxic releases;
 - (iv) asbestos and materials containing asbestos;
 - (v) PCB and materials containing PCBs, ensuring that heat inducing equipment is avoided during such operations;
 - (vi) Ozone depleting substances such as CFCs and halons; and
 - (vii) other materials not listed above and that are not a part of the ship structure.
- (3) Ship Recycling Facilities shall provide for and ensure safe and environmentally sound management of all Hazardous Materials and wastes removed from the ship being recycled at that Ship Recycling Facility. Authorized waste management and disposal facilities shall be identified and used for the further safe and environmentally sound management of materials.
- (6) All hazardous materials and hazardous wastes generated from the recycling activity shall be kept separate from recyclable materials and equipment, labelled, stored in appropriate conditions that do not pose a risk to the workers, human health or the environment and only transferred through licensed vehicles authorized to transport waste to a waste management facility duly authorized to deal with their treatment and disposed in a safe and environmentally sound manner as per the requirements stipulated in First Schedule and applicable IMO MEPC Guidelines as specified by National Authority from time to time.

17. Reporting on incidents, accidents, occupational diseases and chronic effects

- (1) The authorised ship recycling facility shall submit initial report to the Competent Authority within 24 hours about any incident, accident, occupational diseases, or chronic effects causing, or with the potential of causing, risks to workers safety, human health and the environment. The procedure as per section 25 of these regulations need to be followed if investigation or inquiry is initiated.
- (2) The authorised ship recycling facility shall submit final report to the Competent Authority within 30 days of submitting the initial report. Such final report shall contain description of the incident, accident, occupational disease, or chronic effect, its cause, the response action taken and the consequences and corrective actions planned to be taken.
- (3) In addition, the reporting requirements stipulated in the Fourth Schedule need to be complied with.

18. Obligations of ship recyclers towards workers and environmental damages

(1) Towards Workers or Employees:-

Ship recycler shall take individual or comprehensive insurance from a company recognized by Insurance Regulatory and Development Authority of India (IRDAI) for the compensation amount determined in Second Schedule and need to ensure for timely payment of such compensations.

(2) Towards environmental damage and cleanup operation: -

Individual or comprehensive insurance coverage with strict liability must be maintained for the environmental damages and cleanup operation caused by any substance (persistent or non-persistent) from the ship undergoing or completed recycling or ship recycling facility. Insurance coverage shall be for an amount and the manner specified by the SMB / Port Authority.

CHAPTER 4

Ship Recycling Process

19. Initial Notification to Competent Authority by Ship Recycling Facility

(1) A Ship Recycling Facility when preparing to receive a ship for recycling shall notify in due time and in writing its Competent Authority of the intent. The notification shall include at least the following ship details:

- (i) name of the State whose flag the ship is flying;
- (ii) date on which the ship was registered with that State;
- (iii) ship's identification number (IMO number);
- (iv) hull number on new-building delivery;
- (v) name and type of the ship;
- (vi) port at which the ship is registered;
- (vii) name and address of the Ship owner as well as the IMO registered owner identification number;
- (viii) name and address of the company as well as the IMO company identification number;
- (ix) name of all classification society(ies) with which the ship is classed;
- (x) ship's main particulars (Length overall (LOA), Breadth (Moulded), Depth (Moulded), Lightweight, Gross and Net tonnage, and engine type and rating);
- (xi) Inventory of Hazardous Materials; and
- (xii) ship specific recycling plan for approval.

(2) The Ship Recycling Facility shall submit an application to Competent Authority for recycling permission. The application shall supplement with copy of DASR of ship recycling facility and a copy of the Ready for Recycling Certificate along with necessary no objections or clearances from SPCB and Customs. Recycling of the ship shall not start prior to the submission of the said report and subsequent

written permission from the competent authority (or by tacit acceptance) to start such recycling.

20. Ship Recycling Plan (or Ship Specific Recycling Plan) and Ready for Recycling Certificate for foreign ships registered in India

(1) A ship recycling plan (SRP) shall be prepared in accordance with the applicable IMO MEPC Guidelines as specified by National Authority from time to time and shall cover following key items:-

- (i) Details about the ship, and in particular, a fair assessment of hazardous wastes and hazardous materials considering Inventory of Hazardous Materials.
- (ii) The scheme for removing hazardous materials and wastes shall be specifically provided including arrangements for their removal, handling, treatment and disposal.
- (iii) Proposed schedule of ship recycling with a sequence of operational work procedures. Such procedures should identify necessary permissions required from various authorities like SPCB, AERB, PESO etc. as specified in the act.
- (iv) Availability of material handling equipment and Personal Protection Equipment (PPE).
- (v) Hazardous waste handling and disposal plan: - Identification and marking of all non - breathable spaces, all places containing/likely to contain hazardous substances/hazardous wastes in the ship.
- (vi) System and procedure that shall be followed to document and keep track of all hazardous wastes generated during recycling as well as hazardous substances found on the ship, and their safe and environment friendly transport to the disposal facility or waste handling facility.

(2) Approval of Ship Recycling Plan

- (i) Any ship recycling facility intending to recycle a ship shall prepare a ship specific recycling plan taking in to account IMO MEPC Guidelines stipulated by National Authority from time to time and submit ship recycling plan to the competent authority along with applicable fees as specified in Sixth schedule.
- (ii) The competent authority or organization recognized by it shall issue a written acknowledgement upon receiving such plan.
- (iii) In case of competent authority or organization recognized by it fails to convey its decision within fifteen days of submission of ship recycling plan then it is deemed to be tacitly approved.
- (iv) Ship recycling facility may submit the copy of written acknowledgement as proof of tacit acceptance for issuance of ready for recycling certificate to concern flag administration or recognized organization.

(3) Issuance of International Ready for recycling certificate for foreign ships

registered in India

- (i) Every Indian Ship, as per section 16(2) of The Recycling of Ships Act, 2019 and section 9(d) of Recycling of Ships Rules, 2021, upon satisfactory completion of final survey along with updated IHM, approved Ship Recycling Plan and valid DASR of ship recycling facility, an International Ready for Recycling Certificate as per Form 1 shall be issued by National Authority or organisation recognised by it for a period not more than three months.
- (ii) The International Ready for Recycling certificate which was issued for a period of three months may be extended for a period not more than three months if there is any delay in obtaining the ship recycling permission or due to delay in transaction of agreed sale amount from the buyer.

Provided, extension period stated in this clause is granted only if all the statutory certificates of the ship are valid till the time the extension is granted.

21. Communication of information to relevant authorities prior coming to India

- (1) Any ship heading for the purpose of recycling in a ship recycling facility located within the jurisdiction of India, shall prior to entering India, notify the Maritime Rescue Coordination Centre (MRCC) of its intended date of arrival. Such notice is required to be given at least 3 days prior to the arrival of the ship to Indian ship recycling facility where it is intended to recycle. Such notification shall contain following information -
 - (i) Name and Address of identified Ship Recycling Facility;
 - (ii) the coordinates of the area;
 - (iii) likely duration of stay at the anchorage; and
 - (iv) declaration that ship is on its final voyage heading for recycling.
- (2) All ships, prior to entering India, shall inform to the SMB / Port Authority as per Form 4 at least 3 days prior to the arrival of ship to Indian ship recycling facility where it is intended to be recycled. A record of such reports along with the nature and details of the ships shall be maintained by the SMB/ Port Authority and shall be provided to the Navy and Coast Guard as soon as their Expected Time of Arrival (ETA) is received.
- (3) The Ship Recycling facility or ship owner shall submit all documents and details as required by the Customs Authorities under the Customs Act, 1962, at least three days prior to the expected arrival of the ship at anchorage, to enable the Customs Authorities to complete all customs formalities under the Customs Act, 1962.
- (4) Notwithstanding with sections (1), (2) and (3) mentioned above, communication of information prior coming to India is also to be made to any other authorities as specified by Central and/or State Government of India.

22. Permission to Anchor

- (1) Ship recycler or owner shall apply for anchoring permission as per Form 7. Permission to anchor shall be given by the port authority upon verifying following items:

- (i) A copy of communication of information to the customs department and competent authority.
 - (ii) A copy of approval from Ministry of Defence for warships, naval ships and nuclear-powered ships.
 - (iii) A copy of valid insurance for intended time i.e., till it delivers the ship-to-ship recycling facility. Such insurance should cover third party liability, oil pollution damage and wreck removal.
 - (iv) A copy of memorandum of agreement with ship recycler.
 - (v) Declaration from Master that vessel is free of cargo, cleared all the existing port dues and performed ballast exchange in high seas.
 - (vi) A copy of valid ready for recycling certificate (if obtained).
- (2) A satisfactory review shall be carried out by the port authority prior to issuing anchoring permission. Review may include any permissions or intimations or no objections required by different authorities without causing any undue delay in decision to accept or reject the anchoring permission.

23. Requirements for ships of special concern

- (1) Ships of special concern as listed in Third Schedule requiring handling of large quantities of hazardous materials and wastes are to be specifically reviewed taking into consideration of adequacy of supporting infrastructure, special training needs and competency and capability of disposal and waste handling facilities.
- (2) No objection certificate shall be obtained from AERB for matters related to nuclear materials.
- (3) No objection certificate shall be obtained from State Pollution Control Board for passenger ships greater than 20,000 LDT.
- (4) Gas-free certificate and Safe for Hot Work certificate shall be obtained from PESO for all types of vessels carrying flammable liquids or gases.

24. Permission to recycle the ship recycling facility (herein after called as recycling permission)

- (1) Ship recycling facility intending to bring a ship from anchorage to its own premises for the purpose of recycling shall make an application as per Form 5 to its competent authority with applicable fees as specified in Sixth schedule. The application should be supplemented with a copy of applicable ready for recycling certificate of ship and DASR of ship recycling facility.
- (2) The competent authority shall provide written acknowledgement upon receipt of request for entry permission and arrange for physical inspection, if necessary, within one day of notice.
- (3) The competent authority shall issue recycling permission within two days from the date of obtaining clearances from all concerned authorities and upon satisfactory review of submitted documentation and physical inspection. The recycling permission may stipulate additional conditions about gas freeing and

removal of hazardous substances prior to cutting operation or beaching operation.

- (4) Upon obtaining permission to recycle from the Competent Authority, the SMB / Port Authority may process issuance of entry permission or beaching permission as per Fifth Schedule while ensuring all other clearances from necessary agencies are duly obtained and in order. Ship recycler or ship owner may apply for entry or beaching permission as per Form 7 to the SMB/ Port Authority.

25. Recycling Operations of a Ship and its Monitoring

- (1) Ship recycling facility shall be responsible for safe and environmentally sound recycling of ship taking into considerations the procedures listed in its SRFP and SRP.
- (2) The dismantling of ship structure shall be commenced only after the receipt of cutting permission from State Maritime Board / Port Authority. Ship recycling facility shall monitor worker safety and handling of hazardous material during dismantling activity.
- (3) Ship recycling facility shall take into consideration requirements stipulated in Fifth Schedule prior obtaining cutting permission and while undertaking recycling operations.

26. Report upon completion

When the partial or complete recycling of a ship is completed in accordance with the requirements of the Act or Convention, a Statement of Completion shall be issued by the Ship Recycling Facility as per Form 9 and same to be forwarded to Competent Authority and State Maritime Board / Port Authority. The Competent Authority shall send a copy to the Administration which has issued the Ready for Recycling Certificate for the ship. The Statement shall be issued within 14 days of the date of partial or completed Ship Recycling in accordance with the Ship Recycling Plan and shall include a report on incidents and accidents damaging human health and/or the environment, if any.

Explanation:-

- (1) For the purpose of this section, a partial recycling of ship means a ship which is having in-complete sections or part of the ship pending for recycling and such section or part will be taken over by another authorized ship recycler for complete recycling.
- (2) For the purpose of this section, a complete recycling of a ship means ship recycling facility has no part of the ship left in intertidal zone and all the hazardous materials from the ship is handed over to certified waste receiver. Upon such completion of recycling activity Statement of Completion need to be issued by ship recycling facility.

CHAPTER 5

MISCELLANEOUS

27. Investigation and Inquiries

- (1) The ship-recycler shall report in writing within 24 hours to the National Authority, Competent Authority, Factory Inspector and SMB / Port Authority about any accident, fire, explosion, pollution etc which occurred while undertaking ship recycling related activity or incidental thereto. In the event of death of the worker, the ship recycler shall also inform the Police Authority having jurisdiction, nearest relative and District Magistrate or Sub-divisional Magistrate.
- (2) Upon receipt of any complaint or report of injury or fatality, the National Authority shall carry out investigation and may take appropriate decision to temporarily suspend any activity which he/she deems necessary to ensure safety of workers or may endanger environment. National Authority shall ensure the surveyor/s nominated for investigation is / are independent and not involved in the current authorization of concern recycling facility nor given recent permission for recycling of a ship to the recycling facility.
- (3) In the event of any accident/fire/explosion/radiological incident on any plot and/or on any ship leading to a death or serious bodily injury to any person or any accident on any plot and/or on the ship resulting from the non-compliance of any of the Regulation contained in this Regulations, the following actions shall be taken:
 - (i) In the event of major fire/explosion/accident/radiological incident causing damages with or without death or serious bodily injury or disability to any person, all activities related to ship recycling on the plot be suspended forthwith with immediate effect for 'a maximum period of 5 (five) days'. During this period, the National Authority shall carry out detailed investigation through a team comprising of Surveyors and may co-opt professionals / experts from other agencies like DISH, SMB, SPCB, Workers representative etc. The investigation team appointed by the National Authority shall thoroughly inspect the plot/yard and investigate the cause of incident. The respective plot holder shall be directed by the National Authority to rectify the same and restore safe working environment prior to resumption of operation within 5 days. If the situation is not restored 'within 5 days', the time limit for closure of the plots shall be extended till the inspecting team satisfies itself regarding the compliance with the above conditions.
 - (ii) Actions in case of any accident injury/non-compliance with the provisions of the Factories Act, 1948 shall be implemented by the DISH. The Inspector of Factories shall enquire into every fatal accident and serious injuries to any person on any plot for on the ship, as per Section 88 of the Factories Act, 1948. In addition, for all the cases of fire/accident/explosion leading to a death or serious bodily injury to any person, an inquiry shall be commissioned by a team comprising authorized person(s) of DISH and such investigative team shall file the inquest report on which the DISH shall initiate penal action, if any.

(4) The penalties and procedure for initiating legal action should be as per the provisions of Chapter X -Penalties and Procedures - Section 92 - 106A of the Factories Act 1948 or as per Chapter IX of The Recycling of Ships Act, 2019 where applicable.

(5) Notwithstanding above, any other requirements of state or central authorities need to be complied by the ship recycler.

28. Notice to ship recycler in case of environmental damage by oil or any other substance

(1) Where the National Authority or Competent Authority is satisfied that–

(i) Oil or any other substance that may cause damage to the environment in any form is escaping or is likely to escape from a ship recycling facility or from a ship intended or undergoing recycling within the ship recycling facility; and

(ii) the oil or any other substance so escaped or likely to escape is causing or threatens to cause pollution of any part of coasts or coastal waters of India,

then the National or Competent Authority may serve notice to the ship recycler or ship recycling facility, for the purpose of minimising the pollution already caused, or, for preventing the pollution threatened to be caused.

(2) Without prejudice to the generality of sub-section (1), the notice issued under that sub-section may require ship recycler or ship recycling facility on whom such notice is served to take action for all or any of the following matters, namely:—

(i) action for preventing the escape or removal of oil or any other substance into the inter-tidal zone or sea from a ship recycling facility from a ship intended or undergoing recycling within the ship recycling facility;

(ii) action to remove or disperse the slicks on the surface of the sea in such manner, if any, as may be specified in the notice.

(3) Any ship recycler or ship recycling facility who fails to respond to the notice issued under this section is liable for penal actions as per The Recycling of Ships Act, 2019.

29. Requirements for ships of non-convention, non-party, existing ships and ships plying exclusively in Indian territorial waters

(1) Any non-party ship, greater than 500 GT

Any ship, greater than 500 GT, flying the flag of a non-party country need to comply with the provisions of convention and should possess an equivalent compliance certificate (i.e., Certificate on inventory of hazardous material and/or Ready for recycling certificate) issued by the foreign flag Administration or Organization recognized by it. Provided such organization recognized by the foreign flag Administration shall be a member of International Association of Classification Societies (IACS).

However, under specific situations or reasons whatsoever, at the request of Owners, for any ship greater than 500 GT, flying the flag of a non-party country may obtain statement of compliance from D.G. Shipping or Organization recognized by it in the similar manner that specified for obtaining a certificate for Existing ship as specified in rules for recycling of ships.

(2) Any ship, less than 500 GT

Any ship, less than 500 GT, flying the flag of a party or non-party country, as far as practicable, need to recycle the ship in authorised ship recycling facility complying with the provisions of the act and for the purpose of compliance with this act, relevant statement of compliance certificates issued by any IACS member classification society shall be deemed to be acceptable to competent authority.

- (3) The owner of any warship, naval auxiliary or other ship owned or operated by an Administration and used for Government non-commercial service must obtain statement of compliance from D.G. Shipping or Organisation recognized by it in the manner specified for obtaining a certificate for Existing ship as specified in rules for recycling of ships. An Indian Ready for recycling certificate as per Form 2 shall be issued by National Authority upon satisfactory verification of Ship recycling plan and IHM.
- (4) Existing Indian ships whose initial and final survey is conducted at the same time, upon satisfactory final survey and upon verification of approved Ship Recycling Plan (SRP) and IHM developed as per IMO MEPC Guidelines specified by National Authority from time to time, the Owners shall obtain International Ready for Recycling Certificate as per Form-I from the National Authority or organisation recognized by it.

Explanation:- For the purposes of this clause, an existing Indian ship is a ship which is not a new ship as per definition of Recycling of Ships Rules, 2021.

- (5) All ships registered under MS Act and exclusively plying in Indian territorial waters shall develop inventory of hazardous material and shall obtain ready for recycling certificate, prior to recycling, from D.G. Shipping or organization recognized by it in the similar manner that specified for obtaining a certificate for existing ship as specified in rules for recycling of ships. Upon satisfactory final survey, Indian Ready for recycling certificate shall be obtained as per Form 2 from National Authority or Organisation recognized by it.

30. Requirements for issuance of Statement of Acceptance to Indian Ship owners:

Ship recycler upon getting permission to recycle, shall issue Statement of Acceptance to Indian Ship owner as per Form 08. A Copy of Statement of Acceptance shall be forwarded by the ship owners to the registrar within 3 days from the date of issuance of Statement of Acceptance.

31. Reporting requirements of ship recycling facility, Competent Authority and National Authority

(1) Reporting by ship recycling facility(ies) to Competent Authority

- (i) Incidents, accidents, occupational disease and chronic effects.
- (ii) Completion of ship recycling with a copy of Statement of Completion supplemented with details of any incidents, accidents occurred during the process.
- (iii) Annual list of ships recycled by 31st Jan of every year.
- (iv) Cases of tacit acceptance of competent authority (ies)
- (v) Cases of statement of acceptance issued to Indian ships.

(2) Reporting by competent authority(ies) to National Authority -

- (i) List of authorized ship recycling facilities and list of suspended / withdrawal of authorization to ship recycling facility (ies) by 1st March of every year.
- (ii) Annual list of ships recycled within its Jurisdiction by 1st March of every year.
- (iii) Incidents, accidents, occupational disease and chronic effects within 15 days from the date of such information.
- (iv) Completion of ship recycling with a copy of Statement of Completion on 6 monthly basis to National Authority and within 15 days to flag administration of the ship.
- (v) Submission of investigation reports, pending investigations and actions taken.
- (vi) Status of workers compensations.
- (vii) Cases of tacit acceptance of competent authority (ies)
- (viii) Cases of statement of acceptance issued to Indian ships.

(3) Reporting by National Authority to IMO -

- (i) A list of ship recycling facilities authorized in accordance with convention.
- (ii) Contact details of competent authority.
- (iii) Annual list of Indian flag ships for which International Ready for Recycling certificate has been issued
- (iv) Annual list of ships recycled within territorial jurisdiction of India.
- (v) Information concerning violations of Convention.
- (vi) Actions taken towards ships and ship recycling facilities for non-compliance.

32. Appeal procedure

- (1) Any ship owner or ship recycler, aggrieved by any order made or decision taken under these rules by any officer or surveyor of the competent authority may prefer a

first appeal to the National Authority within a period of thirty days from the date of receipt of the order or decision.

(2) Any ship owner or ship recycler, aggrieved by any order given by National Authority for the first appeal, may prefer for second appeal to the Secretary, Ministry of Shipping within a period of thirty days from the date of receipt of the order.

(3) No appeal shall be admitted if it is preferred after the expiry of the thirty days period.

Provided that an appeal may be admitted after the expiry of thirty-day period if National Authority or Ministry of Shipping is satisfied that he or she had sufficient cause for not to prefer the appeal within the thirty-day period.

(4) Every appeal made under this rule shall be accompanied by a copy of the order appealed against.

(5) National Authority or Ministry of Shipping, before disposing of an appeal, shall give a reasonable opportunity of being heard to the appellant.

(6) An appeal shall be disposed of as expeditiously as possible not exceeding a period of six months from the date of filing the appeal.

(7) The appellate authority may confirm, modify or reverse the order appealed against.

33. Fees

(1) Every ship owner or his representative or the ship recycler shall pay fees in accordance with the scale of fees specified in the Sixth Schedule.

(2) Notwithstanding with the fees specified under these rules, the processing fees for the activities pertaining to competent authority maybe notified by relevant state authorities.

(3) Fees paid under these rules shall not be refunded.

34. Penalty

Whoever contravenes any of the provision of these rules shall be punishable with fine by the concerned authority in accordance with the provisions of section 31 or 32 of the The Recycling of Ships Act,2019 as amended or as per applicable provisions of Factories Act 1948 as amended.

FIRST SCHEDULE

(See regulation 13)

GENERAL INSTRUCTIONS FOR SAFETY HEALTH AND ENVIRONMENTAL COMPLIANCE FOR STAKEHOLDERS INVOLVED IN SHIP RECYCLING

1. Recycling facility authorisation by various agencies

- (1) Ship recyclers must obtain authorisation as per The Recycling of ships Act 2019 as amended and shall recycle only those ships which is having Ready for recycling certificate as per the provisions of Hong Kong Convention,2009.
- (2) Ship Recycler must carry out safety audit as per IS: 14489 by an External Agency and the frequency of audit should be in line with Manufacture, Storage and import of Hazardous Chemicals (MSIHC) rules under Environment Protection (EP) Act,1986.
- (3) Ship recyclers should also ensure Director of Industrial Safety and Health (DISH) or equivalent Department of the State Government under the Factories Act carries out regular inspections of the plot and monitor the whole safety management aspects under the Factories Act, 1948. If there is any lapse(s) in compliance, DISH will issue Show Cause Notice/warning/order as per provisions of the Factories Act, 1948, suspend the licence and initiate legal action for non -compliance of the provisions. A copy of the notice/warning/order so served shall also be marked to National Authority, concerned Competent Authority and SMB/Port Authority. Nevertheless, any such received notices shall be intimated immediately by the ship recycler to the National Authority and Competent Authority.
- (4) Ship recycler must become a member of Treatment Storage and Disposal Facility (TDSF) authorized by SPCB to dispose their wastes into it.
- (5) Temporary storage facility for storing hazardous waste shall be constructed as per the Central Pollution Control Board guidelines. The recycling, recovery and disposal of hazardous waste shall be as per Hazardous and other Waste (Management and Transboundary Movement) Rules, 2016 and radioactive waste as per Atomic Energy (Safe Disposal of Radioactive Wastes) Rules, 1987, wherever applicable.
- (6) Temporary storage facility with adequate safety precautions for storing of radioactive material shall be available as per the requirements of AERB in every recycling yard wherever applicable.
- (7) Transportation and temporary storage facilities for storing and handling of pressurized cylinders shall be as per the requirements of PESO (Petroleum & Explosives Safety Organisation).
- (8) To comply with any other conditions stipulated by the plot leasing authorities like State Maritime Board or Port Authority including matters pertaining to security.
- (9) To remove all the hazardous substance and obtain necessary de-contamination certificate prior to recycling.

2. Worker safety, training and health compliance approach

(1) Safety of workers

- (i) The following general instructions to be complied while undertaking Ship Recycling Activities in the ship recycling facility -
 - (a) Adequate open space shall be provided within the facility for safe passage and easy movement of firefighting units and equipment, maintenance of passageways, so as to permit unobstructed access for firefighting units and equipment.
 - (b) Identification and marking of all non-breathable spaces in the ship.
 - (c) Identification and marking of all places in the ship containing/likely to contain hazardous substances/ hazardous wastes shall be done.
 - (d) Systems and procedures shall be followed to document and keep track of all hazardous wastes generated during recycling of a ship, as well as hazardous substances found on board the ship, and their transport to the disposal facility or registered recycling facility in safe and sound manner.
 - (e) It shall be ensured that sufficient area is provided for office building, storage of non-ferrous metals and open space to store segregated finished scrap for further recycling.
 - (f) Sufficient area shall be provided for installation of at least 2 winches and operation of at least 2 cranes. All the lifting and pulling equipment's along with its lifting gear should be inspected on Annual basis and load test to be carried out 1.1 times of safe working load in a five-year cycle. Both the Annual and 5 -year load test to be performed under the supervision of Competent person as per Factories Act 1948 or Dock workers Act 1986 as amended.
 - (g) Sufficient area shall be provided for processing of cut pieces/blocks from the ships.
 - (h) Gas free certificate shall be obtained as per the provisions of Factories Act, 1948 from competent person for entry into confined spaces that are likely to contain dangerous fumes & insufficient oxygen.
 - (i) Safe distance shall be maintained for storage of petroleum products, including LPG storage or any other combustible material as specified under the relevant National Acts/ Rules.
 - (j) Facilities of water storage, pumping and firefighting devices such as portable fire extinguishers, firefighting suits, liquid foam, oxygen mask, sand boxes /buckets, fire hose with complete attachments shall be provided as required in accordance with the provisions of the Factories Act, 1948 and other relevant National Acts/Rules.
 - (k) Facilities for removal and handling of asbestos need to be provided including provision for the workers involved in such activities to take shower. Appropriate mobile asbestos handling utility may be used, or services of authorized asbestos handling agency may be considered while handling Asbestos.

- (l) There shall be no overlapping of activities to ensure safety of workers.
- (m) Ship Recyclers shall provide and ensure the use of personal protective equipment for operations requiring such use, including for:
 - .1 head protection;
 - .2 face and eye protection;
 - .3 hand and foot protection;
 - .4 respiratory protective equipment;
 - .5 hearing protection;
 - .6 protectors against radioactive contamination;
 - .7 protection from falls; and
 - .8 Appropriate clothing.
- (ii) Every ship-recycler shall appoint qualified Safety Officer as per Section 40-B of the Factories Act, 1948. The cutting operations shall be carried out under the supervision of competent supervisor as per Section 41-C (b) of the Factories Act, 1948. The duties, qualifications and conditions of service of the Safety Officer shall be as such which may be specified by the State Government.
- (iii) The Safety Officer/Safety Supervisor/ competent person shall ensure availability of material handling equipment, and availability of Personal Protective Equipment (PPEs) to workmen to perform stipulated activity.
- (iv) The Safety Officer/Safety Supervisor / competent person, as the case may be, shall ensure that:-
 - (a) Safety guidelines are followed for safety distance. Cutting operations are undertaken at a distance beyond safety distance of LPG storage area, as specified in the Explosives Act.
 - (b) Explosive and oxygen meters are readily available in working condition throughout the cutting operations and are calibrated periodically on annual basis.
 - (c) Parameters with respect to permissible limits of hydrocarbon vapours and oxygen are strictly complied with before commencing actual cutting operations and during recycling cutting operation. Provided that if the level of oxygen coefficient or that of Hydrocarbon vapour reaches the permissible limit in particular space/area, cutting operations carried out in that space/area shall be immediately suspended. Thereafter steps shall be taken to ventilate such area with the help of mechanical blowers or any other effective means to restore the oxygen content to bring it within the permissible limits or reduce content of Hydrocarbon vapours.
 - (d) Number of LPG and other Gas Cylinders stocked on the deck of the ship or near cutting area are as per the provisions of relevant Act/ Rules.
 - (e) Cylinders and other articles are lowered down to the ground in safe manner instead of throwing them from the ship.

- (f) All pipelines are dismantled by cold opening/cutting. Provided that, in case of fuel dripping from the pipelines, it shall be dismantled only after collecting such dripping fuel in a container.
- (g) Area where cutting operation is carried out in last two hours of the working day shall be quenched by pouring sufficient amount of water or by any other effective means to avoid any incident of smouldering/fire.
- (h) The progress of ship breaking is recorded daily in properly designed logbook and shall be retained for at least 5 years. The log book shall be produced to the Authorities as and when called for.
- (v) Work timings of the workers relating to the ship breaking shall be such that it should not be carried out before sunrise and after sunset so that the cutting/ dismantling and other activities including loading and unloading operations are undertaken in natural light. In the east coast regions, the work timings should be such that it is not carried out before sunrise and after sunset during any season. The maximum working hours for cutting operations area as follows for the west coast region –
 - (a) During the months from March to October - 7 AM to 7PM.
 - (b) During the months from November to February - 7 AM to 6PM.
- (vi) The maximum weekly hours, daily hours of duty, rest period, over time and its wages shall be as per provisions of Chapter VI of Factories Act, 1948 as amended.
- (vii) Ship Recyclers must obtain Naked Light Certificate (Hot Work Permit) as per the Rule 68-H made under sections 41 & 112 of the Factories Act, 1948 issued by the Competent Person as defined in Clause (ca) of Section 2 of the Factories Act, 1948, before the ship recycling operations start for non -tanker ships and for petroleum tankers and slop tanker. The Petroleum & Explosives Safety Organization (PESO) shall issue Gas free and Fit for Hot work certificate.
- (viii) No worker shall be allowed to work in the ship recycling yard beyond the stipulated timings and on holidays.
- (ix) The management of occupational safety and health shall be in accordance with the provisions of Factories Act, 1948 and labour laws.
 - (a) Only trained workers shall be employed.
 - (b) All workers will be provided with Personal Protection Equipment (PPE) that conform to Bureau of Indian Standards (BIS) or equivalent. For all operations/works the personal protective equipment's of BIS standard or equivalent should be used.
- (x) Portable water hoses with a dedicated water pump and with adequate take-off points for attaching additional hoses, shall be provided at all times when working on the recycling vessel, for immediate water supply in the event of fire, and for wetting the asbestos etc., before its removal from the vessel. The ship recycler shall enter into a Memorandum of Understanding with port authority/any other nearby industry for providing support in case of emergency. Work permit system shall be followed as per applicable Acts

and rules to carry out work safely. No hot work shall be permitted unless the area is free from any explosive mixture and the explosive meter reading is below explosive limit. The explosive meter reading shall be recorded in the work permit.

(xi) Prevention of unauthorized entry

- (a) Visitors shall not be allowed access to ship breaking facilities or ships, as appropriate, unless authorized and accompanied by a competent person and provided with the appropriate protective equipment.
- (b) Appropriate arrangements concerning access by workers representatives shall be established in accordance with the provisions of national laws and regulations or of collective agreements.

(2) Prevention of adverse effects to human health

(i) Job hazard assessment

Job-hazard assessment must be conducted by a team of Competent person, representative of management and workers with appropriate level of expertise. Responsibility for job hazard assessments should be assigned to a competent person for the specific hazards of each job.

(ii) Entries into dangerous atmospheres and confined spaces

- (a) Where workers are required to enter any area in which a toxic or harmful substance may be present, or may have been present, or in which there may be an oxygen deficiency or a flammable atmosphere, adequate measures shall be taken to guard against danger.
- (b) The measures to be taken regarding dangerous atmospheres shall be specified by the competent authority in conformity with the IMO recommendations for entry into enclosed spaces aboard ships and shall include prior permission from a competent person, or any other system by which entry into any area in which a dangerous atmosphere may be present can be affected only after completing specified procedures.
- (c) Inside a confined space or area, no naked light or flame or hot work shall be permitted unless it has been made completely free of the flammable material, tested and found safe by a competent person. Only non-sparking tools and flameproof hand lamps protected with guard and safety torches shall be used inside such confined space or area for initial inspection, cleaning or other work required to be done for making the area safe.
- (d) While a worker is in a confined space-
 - .1 adequate facilities and equipment including breathing apparatus, first-aid kit, resuscitation apparatus and oxygen shall be readily available- for rescue purposes:
 - .2 a fully trained attendant or attendants shall be stationed at or near the opening; and
 - .3 suitable means of communication shall be maintained between the worker and the attendant or attendants.

.4 Adequate lighting and ventilation to be provided.

(3) Signs, notices and colour codes

- (i) Signs and symbols are a very effective methods for warning against hazards and for presenting information in a non-linguistic form. Safety signs and notices shall conform in shape and colour to the requirements of the competent authority.
- (ii) The contents of portable fire extinguishers shall be indicated by a colour code in compliance with the requirements of the competent authority. Each fire extinguisher shall have a label affixed to it providing instructions for its use.
- (iii) Various standards exist for the colour coding of electrical wiring. Care shall always be taken to ensure that personnel are aware of the meaning of the core colours on board each ship. If a replacement is required, it shall be in accordance with the coding system.
- (iv) All gas cylinders should be clearly marked with the name and symbol of the gas and the body should be colour coded as per the relevant BIS. A copy of the colour coding shall be displayed at conspicuous place in the cylinder storage yard. A separate place shall be earmarked for storage of empty cylinders.
- (v) All radioactive waste material shall be labelled and stored as per Atomic Energy (Radiation Protection) Rules, 2004 and with due instructions of RSO of SMB/Port Authority.

(4) Means of access, scaffolds, ladders and housekeeping

(i) Means of access and egress

Adequate and safe means of access and egress shall be provided for all workplaces during all ship recycling operations, and these routes shall be maintained so that they are in a safe condition.

(ii) Means of access to vessels shall be:

- (a) where practicable the ship's accommodation ladder, a gangway or a similar appliance, or
- (b) in other cases, ladders, stairs; or, if necessary, rope stepladders or similar appliances.
- (c) be kept free from obstructions; if they pass through workplaces, they shall be protected against falling objects:
- (d) as far as practicable be so installed that no loads pass over them. In any event, loads shall not be passed over the means of access while workers are using them.
- (e) hatches, openings or any other 'means 'of access to holds, ships' decks or between decks shall be provided with safety barriers. If it is not practicable to provide fixed hold ladders, portable- metal ladders (or appropriate

wooden ones) shall be provided. Rope ladders shall be used only as supplementary means of access to holds. All ladders shall be safely and adequately secured before being used.

(iii) Means of escape, in case of fire, or other dangers

Means of escape shall be kept clear at all times. Escape routes shall be frequently inspected and modified on the ship continuously according to the progress of the breaking process. Where appropriate, suitable visual signs shall be provided to indicate clearly the direction of escape in case of fire.

(iv) Means of escape shall be:-

- (a) provided on the ship and from the ship during all breaking operations:
- (b) shown on plans which shall be prominently displayed at the access to and inside the ship and landside facilities as appropriate.

(v) Roadways, quays, yards and other places

- (a) Roadways, quays, yards, etc., where persons or vehicles move or are stationed shall be so constructed and maintained as to be safe for the traffic that they have to carry.
- (b) Yards and other places that are surrounded by fencing shall have separate gates for pedestrians and vehicles.
- (c) Dangerous crossings where transport of heavy objects is carried out shall be protected by automatic signals or gates whenever possible, or be guarded by watchmen.

(vi) Housekeeping

- (a) A suitable housekeeping programme shall be established and continuously reviewed and implemented on each ship recycling facility and ship which shall include provisions for the proper storage of materials and equipment; and the removal, at appropriate intervals, of scrap, waste and debris.
- (b) Loose materials which are not required for immediate use shall not be placed or allowed to accumulate on the site so as to dangerously obstruct means of access to and egress from work places and passageways.
- (c) Workplaces and passage ways that are slippery owing to oil or other causes shall be cleaned up or strewn with sand, sawdust, ash or like materials.
- (d) Tools, bolts, nuts and other objects shall not be left lying around where they could create a tripping hazard.
- (e) Scrap, waste, rubbish and dirt shall not be allowed to accumulate at workplaces or in passage ways.
- (f) Rubbish, dirt and refuse shall not be thrown overboard or in and around the yard but removed in a systematic and environmentally sustainable manner.
- (g) The ship-recycler shall keep the work place clean and well maintained.

The machinery and material/scrap etc. shall be arranged properly within the plot to provide access for rescue operation in case of any accident or fire or explosion.

(vii) Scaffolds and ladders

- (a) Where work cannot safely be done on or around the yard or part of a ship or other permanent structure, a safe and suitable scaffold, or other equally safe and suitable provision should be provided and maintained.
- (b) Ship recyclers shall establish and enforce laws, regulations or standards covering detailed technical provisions for the design, construction, erection, use, maintenance, dismantling and inspection of different kinds of scaffolds and ladders used.
- (c) Scaffolds shall be provided with safe means of access, such as gangways, stairways or ladders. Ladders shall be adequately secured against inadvertent movement.
- (d) Every scaffold and part thereof shall be:
 - .1 designed so as to prevent hazards for workers and collapse or accidental displacement when properly used;
 - .2 designed so that guard rails and other protective devices, platforms, putlogs, rakers, transoms, ladders, stairs or ramps, as appropriate, can be easily put together;
 - .3 of suitable and sound material and of adequate size and strength for the purpose for which it is to be used and
 - .4 maintained in a proper condition.

(viii) Precautions against the fall of persons and materials

- (a) All openings through which workers are likely to fall should be kept effectively covered or fenced and clearly indicated in the most appropriate manner.
- (b) Adequate precautions shall be taken such as the provision of fencing, lookout men or barriers to protect any person who might be injured by the fall of materials, or tools or equipment being raised or lowered.
- (c) As far as practicable and in accordance with national laws and regulations, guard rails and toe boards shall be provided to protect workers from falling from elevated workplaces. Wherever the guard rails toe boards cannot be provided:
 - .1 adequate safety nets or safety sheets shall be erected and maintained; or
 - .2 adequate safety harnesses shall be provided and used.
- (d) Where necessary to prevent danger, guys, stays or supports shall be used or other effective precautions shall be taken to prevent the collapse of structures or parts of structures that are being dismantled or demolished.
- (e) Waste materials or objects shall not be thrown down from heights. If

material and objects cannot be safely lowered from heights, adequate precautions such as the provision of fencing or barriers shall be taken. Loose articles shall not be left lying in places where they could fall on persons below. Workers employed at elevated workplaces shall be provided with containers for screws, bolts, nuts and the like.

(5) Training

- (i) Prior to delegation / entrustment of any job relating to ship recycling, workers shall be imparted proper training for the safe ship recycling operations in general and also for the specific jobs they are required to perform in the plot.
- (ii) Such training shall be supplemented with provision to obtain certificate on successful completion of the training programme.

Training shall be in the language understood by the workers and shall prolong till such time necessary to get them acquainted with the knowledge and risk factors of ship recycling operations, with necessary examination and certification. Training shall include the hazards associated in the job and role of an individual during emergency situations. The syllabus of training programme should also include familiarization of radioactive material and radiation hazard for SMB/Ports handling radioactive waste. The syllabus for such training programme shall be as per the recommendations of National Authority / Competent Authority/ ILO / SPCB/AERB/Port Authorities. Such training programs shall be conducted by the State Maritime Boards/Port Authorities or other approved agencies, prior to entrustment of any job relating to ship recycling. In addition, the following shall be ensured:

- (a) An attendance register of workers working on the plot shall be maintained in accordance with the provisions of Factories Act 1948 and rules made thereunder
- (b) Photo identity cards carrying personal particulars of labourers may be issued by the ship recyclers in accordance with the relevant Rules, in an approved manner by the Port Authorities /SMBs and ship recyclers will maintain proper records of the entry and exit of the workers.
- (c) A Safety Supervisor, having requisite qualification and experience as per the relevant rules, shall be employed.
- (d) Only trained and registered workers having identity cards issued as per clause (ii) as mentioned above shall be engaged in respective ship recycling activity.
- (e) Minimum two workers shall be employed who are trained to use gas detectors during ship recycling activity.
- (f) Handling of asbestos shall be by contractors or workers having special knowledge and skill of handling asbestos, with proper training.
- (g) All the equipment on the plot such as crane, winch, chain rope and shackles, generator set and any other safety equipment as may be specified from time to time, shall be installed and maintained in accordance with

the provisions of the Factories Act, 1948 and the Rules made there-under and any other relevant Act(s) and Rules.

- (h) Flammable and toxic gas detectors shall be calibrated regularly to ensure correct values when used and an oxygen percentage analyser shall always be available in the plot in working condition.
 - (i) The workers shall be provided with PPEs such as helmets, safety shoes, welding goggles, safety belt with safety life line, hand-gloves, self-contained breathing apparatus etc as provided in the relevant Acts and Rules for such purpose and such safety gadgets shall be conforming to relevant Bureau of Indian Standards (BIS) or equivalent standards or as approved by the Chief Inspector of Factories (by Directorate of Industrial Safety & Health, of the State Government concerned) and shall be mandatorily used by the workers during such activities.
 - (j) The workers engaged in ship recycling activities shall be provided with the necessary instructions by the Safety Officer/Safety Supervisor with respect to the availability and use of fire fighting and safety equipment installed and maintained at the plot and on the ship and shall also ensure that such instructions are provided to the workers prior to delegation or entrustment of actual work to them.
 - (k) The workers engaged in ship recycling activities shall be provided with the necessary instructions, information and training regarding the emergency and evacuation plan so that it may be executed smoothly in an emergency.
- (iii) The following areas shall be given special attention and the workers shall have expertise with necessary training and certificates for the works allotted to them as follows: -
- (a) Separate work permit shall be issued for working at height, working in confined spaces & working in hazardous area/environment like flammable/toxic/corrosive environment etc. Use of safety belt/safety net and helmet shall be mandatory while working at height.
 - (b) Working in Confined Space: no work shall be done in enclosed area without checking the presence of oxygen. Presence of adequate oxygen meters in the confined space and oxygen tanks/masks in the vicinity of the confined space shall be mandatory.
 - (c) Working in Flammable Environment- the ship recycler shall ensure that spaces and adjacent spaces that contain or have contained combustible or flammable liquids or gases are inspected by the Safety Officer /Supervisor or other specially trained person to determine the presence of combustible or flammable liquids. The ship recycler shall also ensure that flammable vapours or gases in the spaces to be entered are below the explosive limit and sufficient ventilation is provided to ensure that the concentration of flammable vapor is maintained below the lower explosive limit (at < 10% of the lower explosive limit) and there is sufficient oxygen for man entry.
 - (d) Working with Toxic, Corrosive, Irritant or Fumigated Atmosphere or Residues- the ship recycler shall ensure that spaces or adjacent spaces that

contain or have contained liquids, gases or solids that are toxic, corrosive or irritant are inspected visually by the Safety Officer/Supervisor or other specially trained person. He shall also ensure that air concentration of toxic, corrosive or irritants is maintained below its Threshold Limit Value (TLV) as per the Material Safety Data Sheet (MSDS) of that chemical, prior to entry by workers to the concerned spaces.

- (e) For gas cutting, the recycler shall employ only the workers certified for gas cutting work. Gas cutters shall be provided with flame arrestors.
 - (f) For crane operation: inspection and testing records of cranes and lifting tackles shall be maintained as per statutory norms and appropriate PPEs shall be provided to crane operators. A competent and reliable operator and signaller to be engaged.
 - (g) For handling Asbestos Wastes and Asbestos Containing Materials (ACM), specialized contractors shall be engaged. The removal of asbestos dust and fibers and its handling shall be done in a wet condition. Onshore, removal of asbestos shall be done in enclosures maintained under negative pressure, with filters for outgoing air and wastewater. All applicable safety standards and measures shall be adhered to in respect of such enclosures.
 - (i) For "Ships of Special Concern", where asbestos/ACMs quantities are the Special Concern, asbestos/ACMs removal on board shall be given special importance and the practice of wet removal of asbestos onboard shall be mandatorily followed with the use of appropriate PPEs.
 - (h) The asbestos and broken pieces of ACMs sheets/panels thus removed shall be packed in leak proof packets and disposed of at secured landfills where the packets shall be handled and processed as per the SPCB norms. Recovered and usable ACMs sheets/panels shall be sold for reuse as permitted by law.
 - (i) PPEs like masks or respirators shall be provided to all the workers engaged in asbestos removal or handling.
 - (j) For removal of asbestos specialized contractors should be accredited and their performance assessed periodically.
 - (k) Only specialized trained workers shall be employed in activities involving handling of asbestos, PCBs or other hazardous substances.
 - (l) In so far as handling of radioactive substances, guidelines/instructions of the AERB shall be followed.
- (iv) Ship recyclers need to ensure that workers are appropriately trained and certified for the intended activity.
- (v) Until separate training and certification arrangements are provided by an Institute duly approved by National Authority, the SMB/Port Authority may set up necessary temporary facilities for training and certification or authorize a competent agency to do so.

(6) Health Protection

- (i) Ship Recyclers shall ensure that medical examination of worker(s) /

employees is carried out at least once in two years and if the age of the worker / employee is more than 45 years then such medical examination to be carried out at least once in a year.

- (ii) Ship Recyclers shall regularly arrange the health camps for ship breaking labour at their own cost. Ship Recyclers shall also arrange for diagnosis, treatment and referral at their own cost for ship breaking labourers.
- (iii) SMB shall ensure establishing adequate number of permanent health care facilities and doctors at Ship Recycling Yards for treatment of orthopaedic, burns and other chronic diseases and disabilities reported in the ship recycling industries.
- (iv) National Institute of Occupational Health (NIOH) or Indian Council of Medical Research (ICMR) institutions may be involved for such facilitation.
- (v) Ship recyclers should include procedures to be used for monitoring, exposure and for medical surveillance.
- (vi) National Authority shall specify the scope and format of medical examination from time to time.

3. Maintenance and operation of lifting appliances and loose gear

(1) Construction and maintenance of lifting appliances and loose gears. –

- (i) Every lifting appliance or loose gear shall be
 - (a) of good design and construction, sound material and adequate strength for the purpose for which it is used and free from patent defects and,
 - (b) properly maintained in good repair and working order.
- (ii) Components of the loose gear shall be renewed if one of the dimensions at any point has decreased by 10 per cent or more by user.
- (iii) Chains shall be withdrawn from use when stretched and when increase in length exceeds five per cent, or when a link of the chain deformed or otherwise damaged or raised scarfs of defective welds appeared.
- (iv) Rings hooks, swivels and end links attached to chains shall be of the same material as that of the chains.
- (v) The voltage of electric supply to any magnetic lifting device shall not fluctuate by more than + 10 per cent.
- (vi) Lifting appliance should be initially examined by a competent person before putting in use.
- (vii) Every lifting appliance and every item of loose gear including wire ropes shall be clearly marked with its safe working load and identification mark by stamping or where this is impracticable, by other suitable means.

(2) Operation of lifting appliance or loose gear

- (i) Constant and adequate supervision shall be provided while heavy loads are lifted. Only those lifting machines, wire ropes and lifting tackle shall be used which are tested and certified by a person as per Section 2 (ca) of the Factories Act, 1948 and approved by DISH. As per Section 29 of the Factories Act, 1948 it shall be ensured that the material handling equipment are safe.
 - (ii) A signaller shall be provided during the operation of crane where the crane operators visibility is restricted or obstructed or object is more than 5 m distance from the crane operator.
 - (iii) No person shall be employed to operate transport equipment or as a signaller unless he is above 18 years of age and is sufficiently competent and reliable.
 - (iv) Qualification for mobile crane drivers, signaller., etc.- No person shall be employed to drive or operate lifting appliances whether driven by mechanical power or otherwise or to give signals to driver or operator of such lifting appliances unless he is above 18 years of age and is sufficiently competent and reliable.
 - (v) It is recommended to provide automatic safe load indicators for cranes and winches, if such indicator is provided it shall give warning to the operator whenever the safe working load is exceeded.
- (3) Periodical testing, examination, recording and certification of lifting appliances and loose gears. –
- (i) All lifting appliances and loose gears shall be initially tested by a competent person, before taking into use or after undergoing any substantial alternations or renders to any part liable to affect its safety and shall subsequently be retested or examined annually. The lifting appliance and loose gears to be load tested to 1.1 times of the safe working load once in every five years in the presence of Competent person. Such Competent person, as applicable, can be as per Factories Act, 1948 or as per The Dock Workers (safety health and welfare) Act 1986.
 - (ii) All lifting appliances and loose gears shall be thoroughly examined once at least in every twelve months by a competent person. Such Competent person, as applicable, can be as per Factories Act, 1948 or as per The Dock Workers (safety health and welfare) Act 1986.
 - (iii) Chains shall be thoroughly examined once at least every month by a responsible person of the ship recycling facility.
 - (iv) A register of periodical test and examination to be maintained along with the inventory of loose gear.

- (v) A certificate for periodical test or examination to be obtained from Competent person and to be attached to the register.
- (vi) No lifting appliance and loose gear in respect of which an entry is required to be made and certificates of test and examination are required to be attached in the register, shall be used for recycling work unless and until the required entry has been made in the register and the required certificates have been so attached.

4. Maintenance and decontamination of tools, equipment and ladders / gangways

- (1) Ship recycling facility should include procedures for inspection and maintenance of equipment, regulatory requirements for third-party inspections and decontamination procedures. These activities and the result of the inspections should be recorded.
- (2) The Ship Recycling Facility should ensure that the quantity and the deployment of tools and equipment are suitable for the corresponding recycling activities, especially when multiple ships are to be recycled at the same time.
- (3) All the gas detectors, load-indicators and calibration equipment's need to be calibrated by a competent person once every year for its reliability and operational readiness.
- (4) All the ladders and gangways need to be examined annually by a trained person of ship recycling facility and to be load tested at 5-year interval for its intended safe working load in the presence of a third-party agency.

5. Emergency preparedness and response plan (EPRP)

- (1) Emergency preparedness and response arrangements shall be established and maintained. The EPRP should be a separate self-contained document. The EPRP arrangements shall identify the potential for accidents and situations of emergency and seek to address and prevent the OSH risks associated with such emergencies. Arrangements shall be made according to the location and environment of the Ship Recycling Facility and take into account the size and nature of activities associated with each ship recycling operation. The plan shall include :-
 - (i) ensure that the necessary information, internal communication and coordination are provided to protect all people in the event of an emergency at the facility;
 - (ii) provide information to and communication with the relevant competent authorities, and the neighbourhood and emergency response services;
 - (iii) address issues of first-aid and medical assistance, fire-fighting and evacuation of all people at the facility; and
 - (iv) provide relevant information and training to all members of the Ship Recycling Facility, at all levels and according to their competence, including regular exercises in emergency preparedness and response procedures.

- (v) the emergency response plan drill should be conducted once in 6 months. Further, an off-site emergency plan for the whole district should be prepared and to be conducted once in a year.
- (vi) as a minimum, include the Facility's response to:
 - (a) fire or explosion or ingress of water on the ship being recycled or awaiting recycling, within the perimeter of the Facility, or in an adjacent facility;
 - (b) accidents to workers within the Facility;
 - (c) spillages of Hazardous Materials; and
 - (d) probable acts of nature in the area concerned, such as earthquakes or flooding.
- (vii) Response procedures for evacuation from enclosed spaces and designate team to act in such situations while ensuring operational readiness for evacuating equipment's in designated areas.

(2) Fire and explosion prevention, detection and response

- (i) All appropriate measures shall be taken by the employer to:
 - (a) avoid the risk of fire;
 - (b) control quickly and efficiently any outbreak of fire;
 - (c) bring about a quick and safe evacuation of persons.
- (ii) Sufficient and secure storage areas shall be provided for flammable liquids and solids and gases such as liquefied petroleum gas (LPG) tanks and acetylene cylinders, paints and other such materials.
- (iii) Smoking shall be prohibited and "No Smoking" notices prominently displayed in all places containing readily combustible or flammable materials.
- (iv) In confined spaces and other places in which flammable gases; vapours or dusts can cause danger:
 - (a) only suitably protected electrical installations and equipment including portable lamps, shall be used;
 - (b) there shall be no naked flames or similar means of ignition;
 - (c) there shall be notices prohibiting smoking;
 - (d) oily rags, waste and clothes or other substances liable to spontaneous ignition shall be removed promptly and without any delay to a Safe Place;
 - (e) adequate ventilation shall be provided; and
 - (f) persons wearing clothes likely to cause static electricity or shoes likely to cause sparks shall be excluded.
- (v) Combustible materials, greasy/oily waste and scrap wood or plastics shall be kept in closed metal containers in a safe place.
- (vi) Regular inspections shall be conducted in places where there are fire risks. These include the vicinity of heating appliances, electrical installations and conductors, stores of flammable and combustible materials, hot welding and

cutting operations.

- (vii) Welding, flame cutting and other hot work shall only be done on the orders of a competent person after appropriate precautions, as required, are taken to reduce the risk of fire and explosion.
- (viii) In accordance with the provisions of the relevant Acts and Regulations, places where the danger of fire exist, shall be provided with:
 - (a) suitable and sufficient fire -extinguishing equipment, readily available, and easily visible and accessible;
 - (b) an adequate water supply at ample pressure.
- (ix) Fire-extinguishing equipment shall be selected and provided in accordance with the provisions of international and national laws and regulations, the results of the initial hazard identification and risk and assessment and based on the processes, identified in the safe ship recycling plan. Equipment deployed shall comply with national/international standards and be suitable for and consistent with the following demands and applications:
 - (a) the restricted access, egress and confined spaces inside the ship;
 - (b) the quantity and characteristics of hazardous, flammable and explosive substances handled in ship recycling operations;
 - (c) site transport and storage facilities; and
 - (d) first-stage fire-fighting purposes (hand-held or trolley-mounted portable fire-fighting extinguishers). The extinguishing medium shall be selected according to identified hazards and risks and control measures.
- (x) Fire-extinguishing equipment shall be properly maintained in full working order and inspected annually by a competent person. Hydrotesting of applicable fire-extinguishing equipment's to be carried out at least once in 5 years. Access to fire extinguishing equipment such as hydrants, portable extinguishers and connections for hoses shall be kept clear at all times.
- (xi) Suitable training, instruction and information shall be given to all supervisors and a sufficient number of workers about the; hazards of fires, the appropriate precautions to be taken and the use of fire- extinguishing equipment, so that adequate trained personnel is readily available during all working periods. The training, instruction and information provided shall include, in particular:
 - (a) the circumstances in which workers shall not attempt to deal with a fire themselves but shall evacuate the area and report to firefighters;
 - (b) when, where and how to raise the alarm;
 - (c) action to be taken in the event of fire, including the use of means of escape;
 - (d) the correct use of fire-fighting and fire-protection equipment for workers expected to use it;
 - (e) the toxic nature of the fumes given off and first-aid measures;
 - (f) the proper use of appropriate personal protective equipment; and
 - (g) evacuation plans and procedures.
- (xii) Sufficient and suitable areas should be provided for flammable liquids and solids adhering to the provisions stipulated in the relevant Acts and rules for

storage of such materials and suitable and effective means (sight and sound signals) to give warning in case of fire shall be installed. There shall be an effective evacuation plan so that all persons are evacuated speedily without panic.

- (xiii) Notices shall be prominently posted at conspicuous places indicating; if applicable, the,
 - (a) nearest fire alarm;
 - (b) telephone number and address of the nearest emergency services; and
 - (c) nearest first-aid post.

6. Environmental compliance approach

(1) Environmental monitoring

- (i) Ship recycling facility should establish the environmental monitoring programme aimed at preventing possible negative impacts to the environment during ship recycling. Possible negative impacts during ship recycling may be divided into four main categories:
 - (a) releases of Hazardous Materials to ground and sediments;
 - (b) releases of Hazardous Materials to water;
 - (c) emissions of Hazardous Materials to air; and
 - (d) noise/vibrations.
- (ii) The monitoring programme, if included in the SRFP, should be Facility-specific, taking into account the Facility's characteristics, such as the use of dry dock, jetty/piers and/or recycling plots on land-sea interface, and should identify chemical, biological and physical changes in the environment surrounding the Ship Recycling Facility. The monitoring programme, if included in the SRFP, should utilize well-established national or equivalent international standards for the sampling and analysis of relevant environmental parameters.
- (iii) Asbestos fiber concentrations in the environment shall be monitored regularly by the SPCB.
- (iv) SPCBs shall set-up ambient air quality monitoring station within 10Km radius of ship breaking units for taking measurements as per notification of CPCB on National Ambient Air Quality Standards. Further, SPCB shall also carry out periodic monitoring of soil, sediment quality, work-zone air quality and marine water quality in ship breaking areas. SMB/Port Authority shall carry out twice yearly monitoring of the same independently through any Council of Scientific & Industrial Research (CSIR) labs or the environmental labs recognized under the Environment (Protection) Act, 1986 for the same parameters.

(2) Management of hazardous materials

- (i) Prior to recycling, the IHM shall, in addition to the properly maintained and

updated Part I, incorporate Part II for operationally generated wastes and Part III for stores.

- (ii) Ships destined to be recycled shall conduct operations in the period prior to entering the Ship Recycling Facility in a manner that minimizes the amount of hazardous materials, cargo residues, fuel oil and wastes remaining on board.
- (iii) It is recommended that the following aspects of proper management of Hazardous Materials should be clearly addressed for each of the potentially Hazardous Materials identified above:
 - (a) identification, marking and labelling and potential on-board locations;
 - (b) recycling approach;
 - (c) removal, handling and remediation;
 - (d) storage and labelling; and
 - (e) treatment, transportation and disposal;
 - (f) additional sampling and analysis;
 - (g) management of potentially containing hazardous materials.
- (iv) The Facility's approach to the safe and environmentally sound removal and treatment of any non-hazardous wastes on board should be established along with control procedures and capabilities for removing and treating all such non-hazardous wastes, taking into account applicable national or international standards.
- (v) Creation / enhancement / maintenance of facilities for removal, storage and disposal of hazardous materials and hazardous wastes
 - (a) The ballast water is required to be exchanged at high seas to avoid entry of Ceresin organisms into the local environment. The sediments are generally disposed of at yard/into' tidal zone. To avoid this, it shall be ensured by the Master of the ship that the sediments are also disposed along with ballast water by churning the mass. Alternatively, the sediments must have a reception facility at the yard to be set up by the Port Authority/SMB or authorized agencies on cost-recovery basis. Master of the Ship should be required to issue a certificate that this has been done.
 - (b) Oil sediments removal practices shall be modernised to avoid workers getting exposed to unhygienic and unsafe environment. The yards shall use mobile tank cleaning systems to clean the tanks inside surfaces by adopting modern methods in which detergents and high-pressure jets may be used.
 - (c) A land based common facility for treating bilge water shall be set up by the port authority or agencies authorized by it and made available to the recyclers on cost-recovery basis. Alternatively, a mobile facility shall also be provided by the port authority or authorized agencies. The sediments shall be sent to the secured landfill for disposal.
 - (d) there shall be no burning of any material on the plot/yard/intertidal zone.
 - (e) For removal and disposal of asbestos, the following procedure shall be followed.

.1 For handling Asbestos Wastes and Asbestos Containing Materials

(ACM), specialized contractors shall be engaged. The removal of asbestos dust and fibers and its handling shall be done in a wet condition. Onshore, removal of asbestos shall be done in enclosures maintained under negative pressure, with filters for outgoing air and wastewater. All applicable safety standards and measures shall be adhered to in respect of such enclosures.

- .2 For "Ships of Special Concern", where asbestos/ACMs quantities are the Special Concern, asbestos/ACMs removal on board shall be given special importance and the practice of wet removal of asbestos onboard shall be mandatorily followed with the use of appropriate PPEs.
- .3 The asbestos and broken pieces of ACMs sheets/panels thus removed shall be packed in leak proof packets and disposed of at secured landfills where the packets shall be handled and processed as per the SPCB norms. Recovered and usable ACMs sheets/panels shall be sold for reuse as permitted by law.
- .4 PPEs like masks or respirators shall be provided to all the workers engaged in asbestos removal or handling.
- .5 For removal of asbestos specialized contractors should be accredited and their performance assessed periodically.
- .6 Only specialized trained workers shall be employed in activities involving handling of asbestos, PCBs or other hazardous substances.

(3) Environmentally sound management of hazardous materials

- (i) A modern Solid Waste Management system shall be established in the plot to collect, transport, store and dispose of solid waste generated from the plot in accordance with the conditions of authorization issued by the concerned SPCB, from time to time.
- (ii) Special care must be taken in the handling of asbestos wastes, and total quantities of such waste shall be made known to the authorities concerned. The concerned SPCB shall authorize and ensure final disposal of asbestos waste.
- (iii) Ship-recyclers should be given authorization by the concerned SPCB under the Hazardous Wastes (Management Handling and Trans- boundary Movement) Rules, 2016, only if they have provisions for handling and disposal of the waste in an environmentally sound manner. All authorizations shall be renewed subsequently only if they have complied with the conditions of authorization and have adequate facilities for handling and disposal of wastes in an environmentally sound manner.
- (iv) Radioactive waste including ionization chamber based smoke detectors, if

any, shall be securely stored in an exclusive place till such time they are disposed of as per norms of AERB.

- (v) All ship recycling units shall obtain authorization under E-waste (Management) Rules, 2016.
- (vi) Ship Recyclers shall strictly ensure the Environmental Compliance as per the requirements under the Water & Air Act, Hazardous Wastes (Management, Handling and Trans -boundary Movement) Rules 2008, and the relevant Environmental Impact Assessment and Coastal Regulation Zone notifications in case of new facilities planned. The following shall also be ensured:-
 - (a) Plot/yard shall be kept neat and clean and good housekeeping must be carried out all the time.
 - (b) All plot holders must create temporary storage as authorized by SPCB under Hazardous Waste (Management, Handling and Trans-boundary movement) Rules-2016 and the amendments issued from time to time.
 - (c) Each Plot holder must provide for handling Asbestos Containing Materials (ACM) and Asbestos Wastes with specially designed Negative Pressure Chambers with trained labours or avail common mobile facility for such removal. The concentration of Asbestos fiber in the work zone while recycling of the ships shall be complied with the specified norms i.e. less than 0.1 fibre per cubic centimeter for Blue and Brown Asbestos and less than 1 fibre per cubic centimeter as per OSHA standards. Alternatively, the plot holders must avail the Common Asbestos Handling System as approved by DG, FASLI and SPCBs.
 - (d) Each plot holder must become a member of Treatment Storage and Disposal Facility (TDSF) authorized by SPCB to dispose their wastes into it.
 - (e) Each plot holder must maintain registers with calculation of for each kind of wastes generated. Accordingly the ship recyclers must maintain ship-wise register for all waste categories,
 - (f) Ship Recyclers shall pay for waste management charges to TSDF operator/SMB, if SMB is operating the same, based on the actual quantities of wastes disposed.
 - (g) Seller / Ship Recyclers shall implement a local oil spill contingency plan to combat any oil spill eventuality from the anchoring point up to the ship recycling plots. Oil spill contingency plan should be approved by Indian Coast Guard.
 - (h) Ship Recyclers shall enhance their support to regulatory authorities for environmental monitoring done from time to time including providing manpower, equipment's, vessels and financial support, if any, required
 - (i) For development of new plots or yards, ship recyclers through the SMB or Port Trusts/Port Authorities shall have to obtain Environmental Clearance under EIA Notification-2006 and Coastal Regulation Zone (CRZ) Clearance under the CRZ Notification-1991.
 - (j) All ship recycling units shall be provided with air pollution control systems like suction devices or water sprinklers.

- (k) Each plot holder shall maintain basic oil spill response resources including sorbent boom, sorbent pads, and absorbent sheets in a quantity sufficient to attend to any spill from the ships being recycled in the plot.
- (vii) The SPCB shall monitor for Management and Handling of Hazardous wastes etc. The main items of ships and the substances of concern with disposal options are in following table:-

S. No.	Main items of ship that may contain substances of concern	Substances of concern	Appropriate Disposal Option (Reuse/ Recycle / Incineration Treatment & Disposal to secure landfill) of substances of concern
1	Electric equipment e.g. transformer, batteries, accumulators	Dielectric fluids containing polychlorinated biphenyl (PCBs) Lead/electrolyte in Unusable Batteries	Incineration/ Disposal in secured landfill after stabilization/ solidification shall be in authorized TSDF whereas recycling of used lead acid batteries and/or other lead bearing waste shall be through authorized recyclers under Hazardous and Other Waste (Management and Trans-boundary Movement) Rules, 2016 [HW Rules 2016].
2	Air conditioners and Refrigeration machines	Residual refrigerants as Ozone Depleting Substances Evaporator dosing/ de-scaling acids.	All the electrical and electronic waste shall be recycled through E-waste recyclers authorized under E-Waste (Management) Rules, 2016.
3	Tanks	Fuels, lubricants. Sludge Oil and grease	Reuse, refining/ recycling shall be through authorized recyclers authorized by SPCB under HW Rules, 2016 and disposal of residue in an authorized facility.
		Foreign aquatic Organisms in ballast Tank sediments	Treatment and disposal of bilge water. Exchange of ballast water in high seas.
4	Partition walls	Asbestos Containing Materials (ACMs), Paints containing PCBs and /or Lead or Broken pieces containing ACMs	Copper bearing waste to be recycled by authorized recyclers and non-recyclable material to be disposed of through authorized TSDF.
5	Cables	Insulated copper cables	Should be given to registered recycler of copper bearing waste and dispose of insulation material through TSDF
		Other cables	Sold for re-use. Dispose of insulation material through TSDF
6	Heat Exchangers	Asbestos insulation on surfaces	Disposal of asbestos in an authorized secured land fill after solidification/ stabilization.
7	Facilities for Chemicals	Residues of toxic Chemicals/ reagents	Incineration/disposal in a secured landfill after treatment.
8	Stored Solvents and other chemicals stocks	Residues of I toxic Chemicals, solvents, thinners, kerosene, white spirit water treatment chemicals.	Recovery/recycling of solvents through authorized recyclers under HW Rules, 2016. Non-recyclable residues to be disposed through

		Acetylene/Propane/ Butane/Miscellaneous medicines	authorized TSDF after treatment for stabilization as required.
9	Paint Scrap	PCBs, Tributyltin (TBT), Lead	Disposal in a Secured Land Fill (SLF) as per the guidelines specified by Central Pollution Control Board.
10	Sacrificial anodes	Heavy metals	Reuse, recycling and recovery shall be done whereas non-recyclable residue shall be disposed of in authorized TSDF after pre-treatment or immobilization.
11	Fire Extinguishing and firefighting equipment	Halons, CO ₂ Cylinders	Recovery and banking for reuse. Recycling through authorised facilities; Recycle/Reuse,
12	Piping, valve and fittings	Asbestos as Insulation/ Gaskets	Disposal to SLF after solidification / stabilization
13	Pumps and Compressors	Asbestos in Gaskets	Disposal to Secured Land Fill (SLF) after solidification/stabilization
14	Engines and Generators	Asbestos insulation, residues of lubricants/ oils/coolants antifreeze compounds	Disposal to Secured Land Fill (SLF) after solidification/ stabilization or incineration; disposal to Secured Land Fill (SLF) after treatment; for coolants, pre-treatment and disposal to SLF.
15	Oil sumps	Sediments	To be sent to authorized TSDF for disposal through common hazardous waste incineration.
16	Hydraulic system	Residual fluids, Anti- freeze fluids	Re-refining through registered / authorized units.
17	Light fittings and fixtures	PCBs	Waste material to Secured Land Fill (SLF).
18	Instruments	Mercury, radioactive materials including ionizing radiation-based smoke detectors and liquid level indicators.	Recovery of mercury by distillation and re-use of recovered mercury by facilities permitted under HW Rules, 2016.
19	Fixed CO ₂ system Cylinders	CO ₂ and pressurised cylinders	Recovery or disposal as per SPCB guidelines and handling as per Gas Cylinder Rules.

Note: Hazardous materials as per part I of IHM and/or mentioned in above table, not meant for resale, will be handed over to authorized waste management facility for further treatment and disposal.

(4) Compliance measures towards SPCBs

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The ship-recycler shall obtain necessary authorization and consent from the State Pollution Control Board (SPCB) for ship-recycling activities and shall observe the following requirements:-

- (a) The ship recycler shall observe wherever applicable all the norms/stipulations covered under the Water Act, 1974, Air Act, 1981, the Environment (Protection) Act, 1986, the Hazardous Wastes (Management, Handling and Trans-boundary Movement) Rules, 2016 and Coastal Regulation Zone (CRZ) Rules-1991 framed under the Environment (Protection) Act, 1986.
- (b) The ship recycler shall not allow waste materials such as oil cakes, dead cargo of inorganic stuff like hydrated/solidified cement, thermocol pieces, wooden pieces/rubber pieces, scrap iron and other metallic pieces, glass wool, rubber pipes and gaskets, Poly Vinyl Chloride(PVC) pipelines and pieces of PVC sheets, corks, asbestos pieces etc. to be thrown directly into the sea or on the sea shore but shall ensure that such waste materials are collected and stored in secured storage facility within the plot and shall be subsequently sent to the secured landfill site. Records shall be maintained regarding the quantities of such wastes generated in the yard for every ship recycled. In any case no open burning of hazardous waste either within the ship-recycling yard or outside shall be allowed.
- (c) The ship recycler shall strictly adhere to and follow the instructions issued by the State Pollution Control Board (SPCB) for collection and disposal of toxic materials, such as asbestos, lead (Pb), chromium (Cr) etc. and organic materials such as polychlorinated biphenyls (PCBs).
- (d) The ship recycler shall separately collect the sand and fine powder, if any, obtained after clearing of cargo holds of oil tankers and shall dispose of the same in secured landfill in accordance with the directions of the SPCB.
- (e) The ship recycler shall sprinkle seawater, daily, over the working area to minimize dust generation due to material handling.
- (f) The ship recycler shall take necessary measures for preventing the escape of oil or noxious liquid substances into the sea. If any oil or noxious liquid substances spill occurs and escapes into the sea, the ship recycler shall inform the Coast Guard and other concerned authorities and take necessary action for the removal of the oil or noxious liquid substances slicks on the surface of the sea. If the spill is not contained and removed locally, necessary pollution report shall be made to the concerned authority in accordance with the National Oil Spill Disaster Contingency Plan (NOSDCP). The ship recycler will be liable for the cleanup.
- (g) The ship recycler shall maintain details of removal and surrender of smoke detectors to SMB/Port Authority for safe disposal as per AERB norms.
- (h) The waste generated during ship recycling shall be segregated into hazardous and non-hazardous categories and intimate their quantities to the authority concerned.

- (i) Entire quantity of waste oil sludge and other mineral oil and paint chips generated during the ship recycling process shall be removed carefully and shall be sent immediately to the areas outside the beach for safe treatment and disposal.
- (j) A list of materials generated during ship recycling need to be classified as hazardous waste and non-hazardous waste and shall be submitted periodically to SPCB.
- (k) Establish control measures to prevent debris deposition into the water during the ship recycling activity or from maintenance areas from which debris might be transported into the marine environment by wind, storm, drains, tides or run-off.
- (l) All gas cylinders recovered from ships shall be disposed of in accordance with applicable regulations.

SECOND SCHEDULE
(See Regulation 18)

**COMPENSATION FOR WORKERS / EMPLOYEES IN CASE OF
OCCUPATIONAL DISEASE, INJURY AND DEATH**

1. Individual or comprehensive insurance coverage must be maintained for the employees engaged in ship recycling activity atleast for the following cases –

S.No.	Description	Amount to be compensated
1	Serious bodily injury during recycling activity	An amount of three lakh rupees;
2	Partial disablement sustained due to recycling activity	An amount of six lakh rupees;
3	Total disablement sustained due to recycling activity	An amount of twelve lakh rupees;
4	Death during the recycling activity or from the injury sustained during recycling activity	An amount of ten lakh rupees;
5	Occupational disease like asbestosis cancer	An amount of ten lakh rupees;

2. Assessment of serious bodily injury, partial disablement and total disablement shall be certified by qualified medical practitioner. Workers' compensation Act 1923 as amended shall be referred for the purpose of determining the kind of injury, partial or total disablement and appropriate qualified medical practitioner.
3. Any payment or allowance which the employee has received from the ship recycling facility towards his medical treatment shall not be considered as a payment or allowance received by way of compensation within the meaning of this section.
4. Employees shall retain their right to compensate for an amount determined in any other applicable national instrument if such amount exceeds to that determined in this section.
5. In case any worker suffers from asbestosis cancer due to ship breaking occupation and such disabilities including loss of limbs or any part of body in accidents, the

concerned ship recyclers or Ship Recyclers Association shall compensate the worker. The workers if detected for asbestosis and other diseases and disabilities due to ship recycling activities, Ship Recyclers shall have to re-employ the workers in less prone area as post disease plans and protect their livelihood.

6. In case any worker suffers from serious bodily injury or any kind of disablement or death during recycling activity, the concerned ship recyclers or Ship Recyclers Association shall not only compensate the worker but shall consider re-employing the workers in less prone area as post disease plans or employ their dependent family member to protect their livelihood.
7. The compensations stated in this section are in addition to the compensations as per the Workmen's Compensation Act / ESIC / Compensation granted by state government.
8. Until the compensations are revised at suitable intervals and these regulations are amended, the Compensations stated in the above section 1 of this schedule may be increased in every 5-year period by the National Authority and specified by a special order.

THIRD SCHEDULE
(See regulation 23)

SHIPS OF SPECIAL CONCERN

1. Classification of ships: The following ships shall be treated as ships of “Special Concern” :-
 - (1) War ships
 - (2) Nuclear Powered Vessels,
 - (3) Naval Ships,
 - (4) Passenger or Passenger cum Roll-on / Roll-off (RORO) vessels weight 20,000 Light Displacement Tonnage (LDT) or more,
 - (5) Petroleum, Oil, Chemical and Gas carrying tankers,
 - (6) Floating Platforms for off-Shore Production (FPSO),
 - (7) Vessels having mean draft more than 8 metres and requiring beaching / landing / recycling at 1.5 Kilometres or more from the shore base line and
 - (8) International Maritime Dangerous Goods (IMDG) carrying vessels.

All ships other than ships of Special Concern would be treated as ships of general concern.

2. The nature of concern in respect of the ships of special concern and the essential infrastructure needed and precautions necessary to implement while handling such categories of special concern ships is now enumerated in the following table:

S. No.	Category	Nature of Concern	Essential infrastructure and precautions necessary
1.	Warships	Large quantities of PCBs, ACMs and radioactive materials	-Adequate infrastructure at the ship recycling facility to handle the identified quantities of radioactive and other hazardous materials with adequate, approved infrastructure and disposal facilities nearby, adequately trained staff. -Inspection and strict monitoring by the AERB, directly or through RSO, for any radioactive materials, Customs Department, Navy, State Maritime Board (SMB)/Port Authority and State Pollution Control Board (SPCB) concerned. State Maritime Board/Port Authority shall coordinate intimation, inspection and monitoring.
2.	Large passenger ships (greater than or equal to 20,000 LDT or having mean draft	Large quantities of PCBs, ACMs	Inspection and strict monitoring by the AERB, directly or through RSO, for any radioactive materials. Adequate infrastructure at the yard to handle the identified quantities, adequate approved infrastructure and disposal facilities nearby adequately trained staff. Inspection and

	more than 8 meters		strict monitoring by the Customs Department, the SPCB and the SMB/Port Authority concerned.
3.	Nuclear powered ships and naval vessels	Residual Radiation Level	Monitoring by AERB of residual radiation level and if such level is found to be higher than the permissible limits, to recommend measures for decontamination. Reactors, cores and all radioactive wastes to be removed by ship owner before last voyage and before sending it for recycling. Inspection and strict monitoring by AERB, Customs Department, Navy, State Maritime Board (SMB) Port Authority and the State Pollution Control Board (SPCB) concerned.
4.	Deep draft ships having mean draft more than 8 meters requiring beaching grounding/landing/ recycling at 1.5 kilometres or more from the baseline.	Distance from the yard during beaching and difficult to drag up to the plots	Extra precautions required in transferring hazardous materials or materials containing hazardous substances to avoid spillage into the sea. Inspection and strict monitoring by Customs Department/ State Maritime Board (SMB)/ Port Authority/ SPCB concerned.
5.	International Maritime Dangerous Goods	Hazardous residues in Cargo Tanks	Adequate infrastructure at the yard to handle the identified quantities, adequate approved infrastructure and disposal facilities nearby adequately trained staff, strict monitoring by the SPCB and the SMB/Port Authority concerned.
6.	Floating Platforms for Offshore Production, Petroleum. Chemicals, oil and gas carrying tankers	Difficulties for arrival at ship recycling facility and hazardous wastes in platforms and the vessels	Extra precautions required in transferring hazardous materials or materials containing hazardous substances to avoid spillage into the sea. Inspection and strict monitoring by Customs Department, State Maritime Board / Port Authority/ SPCB concerned.

3. The Competent Authority must ensure the applicable requirements mentioned in above section 2 are duly complied prior to issuing permission for ship recycling.

FOURTH SCHEDULE

(See regulation 17)

REPORTING OF INCIDENTS, ACCIDENTS AND OCCUPATIONAL DISEASES

- 1. Reporting, recording and notification of work-related injuries and diseases, ill health and incidents**
 - (1) In the establishment, review and application of systems for the reporting, provisions for recording and notification of work-related injuries and diseases, ill health and incidents shall be developed.
 - (2) Reporting, recording, notification and investigation of work-related injuries and diseases, ill health and incidents are essential for active monitoring and shall be undertaken to:
 - (i) provide reliable information about occupational accidents and diseases at facility level;
 - (ii) identify major safety and health problems arising from ship recycling activities;
 - (iii) define priorities;
 - (iv) evolve effective methods for dealing with occupational accidents and diseases; and
 - (v) monitor the effectiveness of measures taken to secure satisfactory levels of safety and health.
- 2. Reporting Notification of work-related injuries**
 - (1) All accidents at the work place shall be reported to the Competent Authority and Directorate of Industrial Safety & Health (DISH) as per Section 88 and 88-A of Factories Act 1948 and a copy of the same will be sent to SMB/Port Authority.
 - (2) Such report shall be made immediately which shall *inter-alia* contain:
 - (i) an accident report for sending to the factory inspectorate and the Competent Authority; and
 - (ii) A compensation report for sending to the insurance institution as the case may be.
- 3. Reporting Notification of occupational diseases**
 - (1) Reporting Notification of occupational diseases shall be in accordance with the provisions of Section 89 of the Factories Act, 1948 and the report of the Medical Officer shall include the following information:-
 - (i) The name and full postal address of the patient;
 - (ii) the disease from which he believes the patient to be suffering; and
 - (iii) the name and address of the premises in which the patient is or was last, employed.

FIFTH SCHEDULE

(See regulation 24)

PROCEDURE FOR OBTAINING ANCHORING, RECYCLING, BEACHING, DE-CONTAMINATION, GAS-FREE AND CUTTING PERMISSIONS

1. Information to be submitted prior to arrival of ship in India

The Manner of Advance intimation about the arrival of ship to relevant authorities.—

(1) Every ship intended to be recycled in a ship recycling facility shall, at least three days prior to its arrival at any Indian port, notify the Maritime Rescue Coordination Centre its intended date of arrival and such notification shall contain following particulars, namely: —

- (i) Name and Address of the identified ship recycling facility;
- (ii) the coordinates of the area;
- (iii) estimated duration of stay at the anchorage; and
- (iv) declaration that the ship is on its final voyage heading for recycling.

This will enable the MRCC to provide necessary help to the ship(s) in case of any machinery breakdown, thereby avoiding any mishap to the Ocean Data Acquisition Systems (ODAS) and other ships at outer anchorages.

(2) Every ship intended to be recycled in a ship recycling facility shall, at least three days prior to the arrival of ship to any Indian port, inform to the SMB / Port Authority and jurisdictional Competent Authority.

(3) The SMB / Port Authority shall maintain a record of the information received under sub-rule (2) and the nature and particulars of the ships intended to be recycled in a ship recycling facility and on receipt of the expected time of arrival of such ships, shall immediately provide such record to the Indian Navy and the Indian Coast Guard.

(4) Prior to the expected arrival of the ship at the anchorage, the ship recycling facility or the ship owner shall submit such documents and particulars in a manner, as may be required under the Customs Act, 1962 (52 of 1962) and shall also communicate to any other authority or authorities as may be specified by the Central or State Government.

2. Procedure for Anchoring

(1) Notice to the SMB / Port Authority

The Ship Owner shall submit to the SMB / Port Authority about his/her intention to send the ship to the Authorized Ship Recycling Yard as per format given in Form-10 at least 3 days prior to the arrival of ship for recycling.

(2) Desk Review

Along with the submission of the Form-10, the shipowner or recycler shall also submit the following information/ documents to the State Maritime Board/Port Authority, State Pollution Control Board and the Customs Department, for a desk review thereof, including on the genuineness of the documents and details of ship, which shall include:

- (i) Name of the Ship
- (ii) International Maritime Organization (IMO) No of Ship.
- (iii) Flag of the ship

- (iv) Call Sign
- (v) Name of the Master of the Ship and his nationality
- (vi) List of the crew
- (vii) Gross Registered Tonnage (GRT)/Net Registered Tonnage (NRT)/Light Displacement Tonnage (LDT) of the ship with supporting documents
- (viii) Port clearance from the last port of call
- (ix) Proof of ownership
- (x) details like name, address, contact number, e-mail address of the owner of the vessel and master of vessel.
- (xi) Undertaking from the Shipowner that they will submit non-encumbrance certificate within 7 days from the date of anchorage of vessel at outer anchorage. The permission for entry or beaching will be processed by State Maritime Board / Port authority only on production of the Non- Encumbrance certificate.
- (xii) Copy of Memorandum of Agreement with Ship Recycler.
- (xiii) Copy of updated Inventory of Hazardous Materials and / or ready for recycling certificate

In the case of ships of special concern, in addition to the identification and marking of all areas containing hazardous wastes/hazardous substances, quantification of such wastes/substances would also be necessary.

(3) Payment of Port Charges

The Shipowner or the ship recycler shall also, along with the submission of Form-10 and all above mentioned documents, pay all necessary port charges for obtaining permission for the ship to enter the port. The SMB/ Port Authorities reserve their rights to refuse permission to enter the port in the event of the shipowner or the ship recycler being in default of payment of past dues.

(4) Verification of Documents

The SMB/ Port Authorities, may, at their discretion or at request of Competent Authority, shall consult the Competent Authority to verify the genuineness of the documents submitted to them. On receipt of any request for consultation as per this section, the Competent Authority, shall verify the genuineness of the documents submitted for review.

(5) Refusal or withhold permission

In the event of any of the documents submitted is deemed unreliable or if the document submitted found fake or conceals any material fact, the ship owner/ will be refused permission to anchor or enter or to beach or to cut. Such refusal of permission shall be communicated to the shipowner/ ship recycler within 5 days of receiving the application along with requisite documents.

(6) Desk review

A desk review by the Port Authority/State Maritime Board (SMB)/State Pollution Control Board (SPCB)/Customs needs to be carried out. Upon satisfactory desk review, a decision will be taken by the Port Authority/ the State Maritime Board concerned. In case anchorage of the ship is refused then same to be conveyed to the ship owner. The ship owner is entitled to appeal to the concerned statutory authorities in accordance with their respective statutes. Any appeal order granted thereby shall be final and binding on the respective department and shall be considered by the concerned Port Authority/ the State Maritime Board for anchoring permission.

3. Requisition of services from the agencies prior to granting permission for recycling.—

At the time of boarding, the Ship Recycler need to submit following documents, in original, to the Port Authority/State Maritime Board for verification-

- (1) Certificate of Registry;
- (2) Valid Insurance certificates for third-party and oil pollution damage;
- (3) Competency Certificate or Master, Officers and Ratings;
- (4) Certificate of Inventory of hazardous materials and / or ready for recycling certificate;
- (5) Present inventory of gases;
- (6) Inventory of radioactive material on board;
- (7) Co2 declaration;
- (8) Confirmation of Ballast water exchange at high seas;
- (9) Confirmation of the Bunker oil / lube oil or other Oil substances that are remaining on board;
- (10) Cargo declaration form;
- (11) Safe Manning Certificate and updated Crew list;
- (12) Seller/agent pays applicable port dues to the port at the prevailing rate;
- (13) The name of the State whose flag the ship is entitled to fly;
- (14) Hull number on building delivery;
- (15) The name and type of the ship along with the date of such registration;
- (16) The name and the address of the ship owner;
- (17) The name of the classification society (ies) with which the ship is classed; and
- (18) The ships main particulars such as length overall (LOA), Breadth (Moulded), Depth (Moulded) Lightweight Cargo Carrying Capacity, Gross and Net tonnage, and engine type.
- (19) Any other information of the ship required by various agencies needs to be provided and certified by Master.

4. Physical Boarding and verification of various agencies.-

- (1) At anchorage, physical inspection of the vessel is carried out by following agencies -
 - (i) Representatives of Customs Department for all vessels;
 - (ii) Representatives of Department of Telecommunications or Customs Department, as the case may be, for disconnection or surrender of the wireless equipment or restricted radio equipment present on board ships;
 - (iii) For chemical tankers, in its cargo hold, by the competent authority as approved by SMB/ Port authority.
 - (iv) Representatives of the Petroleum Explosives and Safety Organisation to issue Safe-for-entry and safe-for-hot work certificate for petroleum tankers;
 - (v) In case of any warship, naval auxiliary, or other ships owned or operated by the Central or State Government and used for Central or State Government non-commercial purpose, Nuclear Powered ships and Large Passenger Liners more than 20000 light displacement, representatives of the Atomic Energy Regulatory Board, State Pollution Control Board and Indian Navy for obtaining necessary clearance to carry out recycling;
 - (vi) In case of ships other than those mentioned under sub-rule (3), Radiological Safety Officer for discharging duties in accordance with any applicable notification of the Atomic Energy Regulatory Board;
 - (vii) Representatives of SPCB for Large Passenger Liners more than 20000 LDT;

- (viii) For all ships other than War Ships, Naval Ships and Nuclear-Powered Vessels, personnel the RSO of SMB/Port Authority trained and certified by AERB who shall examine the ship from a radiological survey safety point of view. SMB/State Government/ Port Authority which does not have an RSO, may, if required, direct the Ship Recycler to obtain clearance from AERB for ships belonging to category of general concern;
 - (ix) Certified true copy of 'Certificate of Registry' certifying that the ships have no registered mortgage with email identity of the respective Registrar of Ships. Such certified true copy of the certificate of registry should not be dated earlier than 7 days;
 - (x) Prior approval of the Ministry of Defence is required for recycling of warships, naval ships and nuclear-powered ships, such permission shall be obtained by the Ship owner through State Maritime Board/Port Authority;
- (2) The ship owner / ship recycler shall be responsible for the identification and marking of all areas containing hazardous wastes / hazardous substances, in the structure of the ship, and on board as far as practicable (by reference to the ship's drawings, technical specifications, ship's stores, manifest and in consultation with the ship builder, equipment manufacturers and others as appropriate) and shall be provided to the concerned agencies at the time of boarding the vessel;
 - (3) In case of ships of special concern as listed in third schedule, identification and marking of all areas containing hazardous wastes / hazardous substances, quantification of such wastes / substances would be provided at the time of boarding by the concerned agencies. The details as specified in Form-6 would be additionally furnished to concerned agencies and Competent Authority;
 - (4) SPCB shall undertake an assessment of hazardous waste / hazardous substances available on the ship and likely to be generated during the ship recycling process and accordingly give clearance;
 - (5) On completion of inspections, if any deviations are observed by the inspecting authorities, contrary to the undertaking and documents submitted during desk review and the inspecting authorities shall notify the concerned SMB/ Port authority. The SMB / Port Authority upon receiving such information shall communicate to Competent Authority and simultaneously refuse permission to enter recycling facility.

5. Procedure for Customs clearance: -

- (1) The Ship Recycler shall also submit all documents and details as required by the Customs Authorities under the Customs Act, 1962, at least 3 days prior to the expected arrival of the vessel at anchorage, to enable the Customs Authorities to complete all customs formalities under the Customs Act, 1962.
- (2) Customs Officers shall board the vessel within 24 hours of ship's arrival (as per Customs regulation) to complete all procedures and processes required under the Customs Act, 1962. On completion of custom procedures, the Ship Recycler will pay the duty, as duly assessed under the Customs Act, 1962. The ship recycler upon payment of applicable duty, as a proof shall produce Import Duty Challan. The Customs Authorities after obtaining Import Duty Challan shall, within 24 hours of, issue a No Objection Certificate to the SMB/ Port Authorities, stating their No Objection to grant of permission to recycle and subsequent beaching of the vessel.

In case challan for the payment of customs duty is not generated even after lapse of 24 hours from the time of filing of Bill of Entry, then provisional no objection certificate for beaching of vessel imported for breaking may be granted by Customs subject to the compliance of all the following conditions -

- (i) Bill of Entry has been filed in EDI module and subsequent query, if any, raised has also been complied with by the importer, but, challan for the payment of customs duty is not generated even after lapse of 24 hours from the time of filing of Bill of Entry;
- (ii) Importer submits proof to the effect that at least 20% of the total payable customs duty is already available in Electronic Cash Ledger maintained by Indian Customs EDI System (ICES) as

credit;

- (iii) Importer submits an undertaking that they shall deal with imported vessel for breaking only after the payment of applicable customs duty and on the grant of Customs Out of Charge, irrespective of the beaching permission granted to them in the subject matter;
 - (iv) Importers shall follow the Customs Act Rules and Regulations issued there under including existing procedure as contained in their relevant Standing orders issued the concerned Commissioner of Customs and Central Excise;
 - (v) The importer shall not remove any material / any goods from the imported vessel before grant of Out of Charge by the Customs, which is to be given after payment of assessed duties and taxes. The responsibility of safety and security of the imported vessel and materials lies with the importer.
- (3) It is understood that it is the SMB/ Port Authority which shall grant permission for beaching of vessels after obtaining permission to recycle from Competent Authority.
 - (4) It is also understood that any sweepings of cargo (left over of last cargo) will be permitted to be cleared upon completion of proper import processes thereto if the sweeping/left out cargo have no commercial value or are not fit for consumption/use, such cargo shall be disposed of by the ship recycler as per appropriate statutes and rules framed there under.
 - (5) The authorised officer shall board vessel and destroy the Wireless equipment/restricted radio equipment/navigational equipment of the vessel in presence of the Importer. Thereafter, the importer shall surrender the goods, if any, as per the MOA/IGM to the agent for further transshipment or delivery to the Customs as the case may be.
 - (6) After completion of all these formalities and on payment of all dues/duty on the vessel, the Customs Authority would give out of charge and clear the ship for recycling.

6. Procedure for obtaining recycling permission from Competent Authority

(1) Document verification

Following documents and records are to be verified-

- (vi) Certified true copy of 'Certificate of Registry' certifying that the ship is not having any registered mortgage and is free from maritime lien and encumbrances from the 'Registrar of Ships' only and not from any agent, with email identity of the Registrar of Ships. Such certified true copy of the certificate of registry should not be older than 7 days.
- (vii) Vessel statutory certificates;
- (viii) Vessel insurance certificates;
- (ix) Ready for recycling certificate along with inventory of hazardous materials;
- (x) approved ship recycling plan;
- (xi) Condition of load line or details mentioned in condition of load line like hull number, place of built, ship particulars;
- (xii) Continuous synopsis record or details mentioned in that record like ship owner details etc;
- (xiii) Cargo declaration form;
- (xiv) Competency certificate of Master and Crew;
- (xv) Safe manning document;
- (xvi) Payment receipts of applicable port dues;
- (xvii) Confirmation for the amount of bunker oil / Lubricating oil, steering gear oil, Hydraulic oil,

stern tube oil and any other oil or oil residues expected to be on board.

(xviii) R.O.B of gas cylinders including Co₂, N₂, Oxygen, Acetylene and refrigerant or A/C gas.

(xix) Anchoring Permission

(2) Inspection of ship

At the anchorage/location, specified by the Port authority, the ship shall be boarded and physically verified by agencies specified in section 3 of this schedule. The Competent Authority may nominate any surveyor for physical examination, in particular for ships of special concern, to ascertain whether development of IHM is as per IMO MEPC guidelines specified by National Authority from time to time.

(3) Ship recycling plan (SRP) and ready for recycling certificate

The Ship recycler should prepare SRP based on updated IHM (including Part I, II and III) and submit for approval of Competent Authority. The flag administration of the concern ship, upon reviewing the approved SRP, shall issue Ready for Recycling certificate upon satisfactory completion of final survey.

(4) Issue of recycling permission

- (i) Ship recycler must apply along with copy of ready for recycling certificate and DASR of ship recycling facility.
- (ii) Upon satisfactory physical verification and upon receipt of clearance by all the concerned departments / agencies the permit to enter ship recycling facility shall be granted by the competent authority.
- (iii) The competent authority should convey the decision within two working days from the date of receipt of clearance from concerned departments.
- (iv) In the event of refusal to grant permission the ship owner shall be entitled for an appeal as per the provisions of the act.
- (v) In case the competent authority fails to convey its decision within fifteen days of physical inspection then the entry permission is deemed to be tacitly accepted by the competent authority.

Provided when the decision is pending due to clearances from different authorities, then the competent authority must inform via e-mail or official letter the reason for delay in decision to the ship recycling facility within fifteen days from the date of submission of application.

(5) Tacit acceptance

- (i) In case competent authority fails to convey its decision or reasons for pending within fifteen days from the date of submission of application for entry permission then such permission is deemed to be tacitly accepted by the competent authority.
- (ii) Ship recycling facility shall keep the copy of written acknowledgement as supporting proof of tacit acceptance for any future verification.
- (iii) It is the responsibility of the ship recycling facility to obtain necessary clearance from concerned authorities and to ensure that the tacit acceptance is not unduly utilized when the clearances from concerned authorities are pending for the competent authority to issue entry permission.
- (iv) Every case of tacit acceptance must be informed to National Authority, immediately upon its occurrence, by the competent authority and ship recycling facility.

7. Procedure for obtaining entry permission to recycling facility by SMB / Port Authority

- (1) Entry permission will be given by the SMB/Port Authority within two working days after receipt of clearances granted by all the concerned departments/ agencies and permission to recycle by Competent Authority.
- (2) Entry permission shall be granted by the Port Authority/State Maritime Board only to the authorised ship recycling facility subject to fulfilment of following specific requirements like –
 - (i) In case of beaching, all the double bottoms should be free from substances that may cause environmental damage. Ship or ships shall be allowed to beach one at a time, provided that the breadth of the ship or ships is less than 5 meters of the width of the plot. The ships behind the ships in one line across the plot shall not be permitted.
 - (ii) In the case of petroleum oil cargo tanks and petroleum slop tanks; on production of gas-free for hot work certificate along with gas free certificate given by the Petroleum and Explosives Safety Organization (PESO).
 - (iii) In case of ships of special concern, on production of No Objection Certificate (NOC) from Atomic Energy Regulatory Board; and
 - (iv) In the case of war ships and naval vessels on production of NOC from the Naval Department, the AERB and the Customs Department.
- (3) Petroleum tankers which have not obtained “fit for hot work” certificate for all cargo tanks, slop tanks, forward deep fuel oil tanks and forward coffer dams shall not be allowed to beach.
- (4) On beaching of ship or ships entering recycling facility, the Ship Recycler shall take necessary actions –
 - (i) ensure that the vessel is secured properly;
 - (ii) leftovers in bunkers are removed with proper precautions, including sufficient ventilation in engine room;
 - (iii) bunker and bunker contents are disposed of to a registered dealer for petroleum products;
 - (iv) used oil and sludge are disposed of to registered recyclers/ refinery only;
- (5) The ship recyclers will be liable to penalty and fines, including cancellation of license for ship recycling in the event they are found to have not complied with the aforesaid provisions during examination of their records or during inspections of their plots/yards by concerned agencies.

8. Permission from the State Pollution Control Board (SPCB) and DISH prior to Cutting operation

- (1) The activities of ship recycling is identified as a hazardous process under Section 2 (cb) of the Factories Act, 1948 and the provisions of Chapter-IVA, Section 41A to H of the Factories Act, 1948 shall be applicable. Directorate of Industrial Safety and Health shall inspect the ship recycling operation whenever felt necessary to check and ensure compliance with the provisions under the Factories Act, 1948.
- (2) After beaching the ships, the Ship Recycler, shall remove all the loose and hazardous wastes including oil and petroleum hydrocarbon from, tanks, slop tanks etc. The SPCB shall issue decontamination certificate to ship recycler after inspection which will be done with proper lighting in the engine room. Simultaneously, Gas free and hot work permit as per Section 68 H of the Factories Act 1948 shall be issued by competent authority/agency after ensuring safe and complete removal of oils/used oil/hydrocarbon.
- (3) Removal of hazardous material and other wastes prior commencement of cutting
 - (i) All the hazardous materials and wastes listed in ship recycling plan is to be removed as far as practicable.
 - (ii) All the loose and hazardous wastes including those oils and petroleum hydrocarbons from pipe lines, tanks, slop tanks etc. shall be removed and decontamination certificate shall be issued by

SPCB to the ship recycler after satisfactory completion of physical inspection. Simultaneously, gas free and hot work permit as per Section 68 H of the Factories Act 1948 shall be issued by competent authority/agency after ensuring removal of oils/used oil/hydrocarbon from bunkers/pipe lines etc.

- (iii) Any leftover oils, used oils, sludge are handled with safely taking due precautions for possible damage to environment due to leakage and disposed of for further recycling/disposal.
- (iv) Any sweepings of cargo (left over of last cargo) shall be permitted to be cleared upon completion of proper import processes thereto where the sweeping/left out cargo has no commercial value or not fit for consumption/use. Such cargo shall be disposed off by the ship recycling facility as per appropriate rules and regulations applicable for that cargo.
- (v) Ballast Sediments shall be discharged along with the ballast water with proper churning and shall be handed over to authorized agency of the SMB/ Port Authority on payment of the fees as stipulated by SMB /port Authority, for suitable disposal.
- (vi) In the case of ships of special concern, identification and marking of all areas containing hazardous wastes/hazardous substances, quantification of such wastes/substances need to be provided to SPCB.

9. Procedure for Cutting permission

- (1) The competent authority may grant permission for cutting operations within a maximum period of two working days upon satisfactory verification of following items:
 - (i) A certificate from the State pollution control board that all kinds of oils, cargo residues and other loose hazardous wastes are completely removed and respective holds and tanks are decontaminated.
 - (ii) "Safe for entry and safe for hot work" certificate has to be issued by the Petroleum and Explosives Safety Organization (PESO) for cargo and slop tanks of petroleum tankers, or by any competent agency authorized by the Directorate of Industrial Safety and Health (DISH) under the Factories Act;
 - (iii) Inspection shall be carried out by the Safety officer of DISH to ensure -
 - a) ignitable materials are completely removed from confined spaces that need to be certified for hot work;
 - b) areas in engine room are practically gas free with proper venting and well within explosive limits by use of calibrated multi-gas monitoring meter. On satisfactory compliance of this inspection, Safe for entry and safe for hot work permission shall be issued for engine room;
 - c) bunker area and those common areas of ships where there is likelihood of ignitable gases generations need to be properly ventilated and ensure that spaces are well within explosive limits by use of calibrated portable gas meters;
 - (iv) In case of Oil tankers and Chemical tankers, safe for entry and safe for hot work permits are to be issued for every compartment before actual entry and cutting operations are initiated by ship recyclers. This compartment wise permission is in addition to the recycling permission issued by the competent authority.
- (2) In case any short coming is noted then the same shall be communicated in writing within two working days to enable the recycler to re-submit the request upon necessary corrections.

10. Monitoring of worker safety and hazardous material during dismantling activity

(1) Worker safety

- (i) A safety officer as per Factories Act 1948 shall be engaged by ship recycling facility.
- (ii) A competent person to be engaged for issuance and continuous monitoring of conditions based on which safe for entry and safe for hot work permits were issued. Such competent person should not handle more than three teams deployed in three separate compartments.
- (iii) All the equipment such as crane, winch, chain rope and shackles, generator set and any other safety equipment installed in the ship recycling facility or hired for the purpose of recycling shall be installed and maintained in accordance with the provisions of the Factories Act, 1948 and Rules made there-under and any other relevant Acts and Rules.
- (iv) A safety officer is responsible for conducting meetings prior to starting any activity, briefing the risks involved in the activity and control measures taken to minimize such risks.
- (v) A placard displaying important precautions (do's and don'ts) to be followed during ship recycling activity is installed at prominent places within the premises and that such display is made in English and other language(s) as understood by the workers involved in recycling.
- (vi) A calibrated explosive gas detector, a multi gas monitor including hydrogen sulphide (H₂S) gas monitor, portable gas meters and an oxygen percentage analyser are available on the site in working condition.
- (vii) Adequate lighting arrangement is made in the common areas of yard and in the spaces where activity is carried out. The SRF should conspicuously mark and maintain an emergency exit route and such route should always be free from any obstructions.
- (viii) The emergency response plan drill should be conducted once in 6 months. Further, an off-site emergency plan for the whole district should be prepared and to be conducted once in a year.

(2) Handling, storage and disposal of hazardous material

- (i) One supervisor as per section 41-C (b) of Factories Act 1948 must be engaged by ship recycling facility.
- (ii) Supervisor must ensure that hazardous materials are handled, stored, transported and disposed as per the approved ship recycling plan and in accordance with local legislations.
- (iii) The recycling facility must maintain evidence that the hazardous material is handed over to the certified waste management agencies and a proof that the applied process will be carried out without endangering human health and environment.

11. Security aspects of the ship in the ship recycling facility

- (1) Ship undergoing recycling shall be secured firmly throughout the completion of recycling process;
- (2) Ships shall be allowed to be recycled in such a way that a minimum of 5 meter distance is maintained between adjacent ships. Any ship positioned behind the ship undergoing recycling shall not be allowed to be recycled under general circumstances;
- (3) All equipment related to satellite, radio and navigational communication present onboard shall either be destroyed or surrendered to customs department (if necessary) by the ship recycling facility in presence of competent officer of the SMB/Port Authority;
- (4) Ship recycling shall assist port authority(ies) and other agencies on aspects related to nations security and intelligence as and when requested;
- (5) Ship recycling facility shall ensure that its premises are properly secured and guarded at all times having provisions for strict access control and checking of any material being taken out from the

ship preventing any possibility of illegal entry of any contraband/radioactive element into the hinterland. Ship recycling facility shall ensure that they undergo regular security audits by the appropriate security agencies of the Government of India;

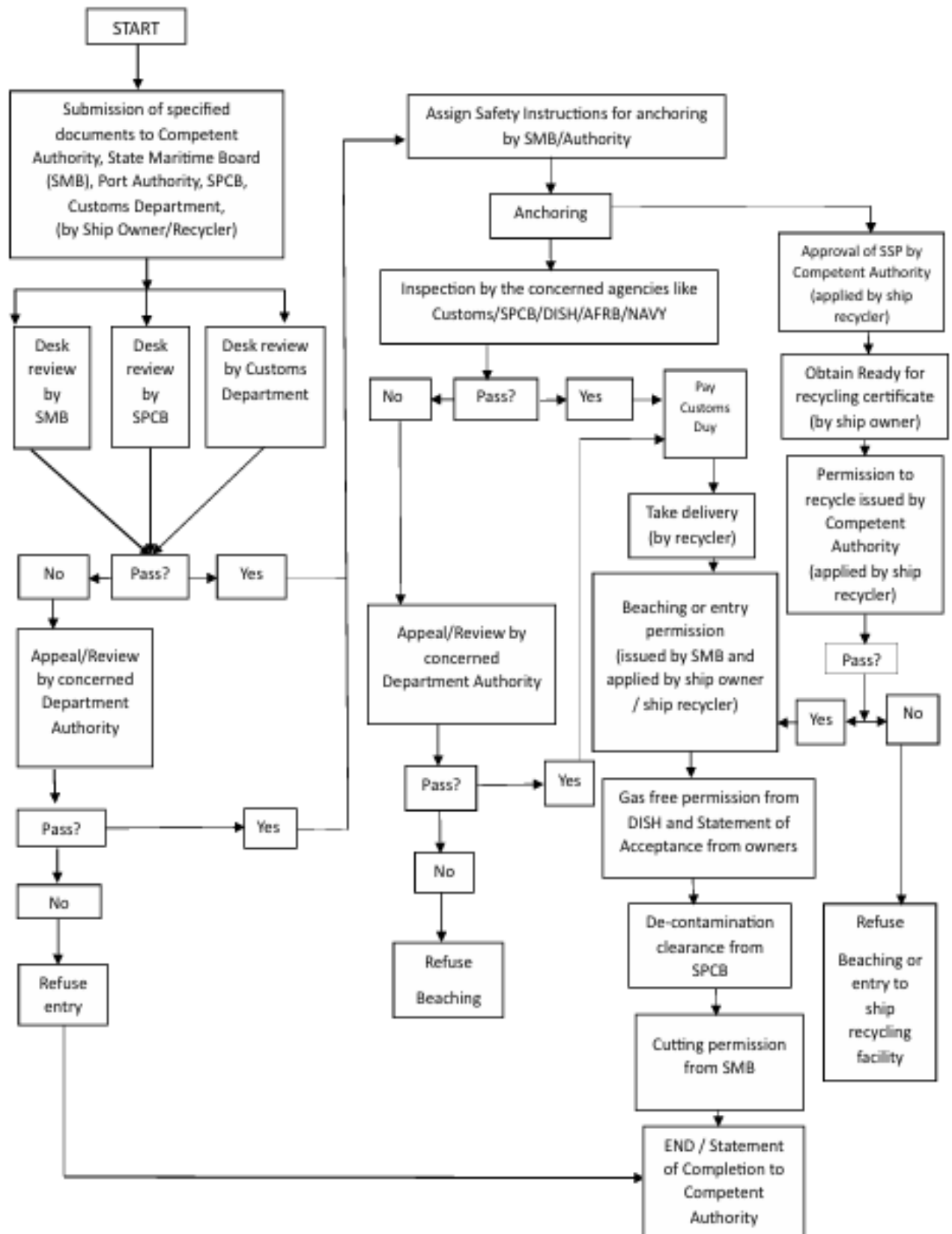
- (6) The concerned SMB/ Port Authority shall issue requisite orders on all matters of security in consultation with the National Authority, Navy and the Coast Guard and circulate the same for strict compliance;
- (7) A record of all ships reporting for breaking, along with the nature and details of the ships, shall be maintained by the SMB/ Port Authority and shall be provided to the Naval and Coast Guard as soon as their Expected Time of Arrival (ETA) is received;
- (8) Photographic record of all ships reporting for recycling shall be maintained by the SMB/ Port Authority and provided to the Navy and Coast Guard;
- (9) Details of arrival and departure of the crew including off-signer details, in particular for the foreign crew members are to be reported to the concerned Naval Authority, prior to the actual arrival and departure of such crew;
- (10) A monthly security and intelligence meeting shall be conducted by each Port Authority/SMB in which representatives from local police, Intelligence Bureau, Coast Guard and the Navy shall participate;
- (11) All ship breaking yards must ensure proper security, i.e. physical security which should include boundary wall, deployment of armed guards/force/ security personnel, strict access control and checking of any material being taken out from the ship breaking yard, adequate checks against any possibility of any contraband/radioactive element entering the hinterland. All ship breaking yards shall be subject to regular security audits by the local state police, Intelligence Bureau, Coast Guard Authorities, Naval Authorities and/or any other security agency of the Government of India.

12. Flow diagram for the permission process of a ship for recycling

The following flow diagram illustrated the sequence of steps / process for grant of clearances by the Competent Authority / SMB / SPCB / Custom department and other concerned agencies for ships destined for recycling in India.

The flow diagram covering all the three stages namely – anchorage, permission to enter facility and cutting permission are given in the following flow chart.

FLOW CHART



SIXTH SCHEDULE**(See regulation 33)****FEES**

Fees payable for surveys conducted for the purposes of issue of permission to recycle, approval of SRP or SRFMP, issuance and endorsement of Certificate of authorization to ship recycling facility.		
1	Issuance of certificate of authorization to ship recycling facility	Rs. 5,000/-
2	Annual audit and endorsement of certificate	Rs. 25,000/-
2	Approval of ship recycling facility management plan (SRFMP)	Rs.25,000/-
3	Approval of Ship recycling plan (SRP)	Rs. 15,000/-
4	(i) Physical inspection and Permission to recycle a general concern ship (as per GT)	
	(a)Gross Tonnage of Ship up to 500	Rs. 10,000/-
	(b) Gross Tonnage of Ship 500 to 19,999	Rs. 15,000/-
	(c)Gross Tonnage of Ship 20000 to 29,999	Rs. 20,000/-
	(d) Gross Tonnage of Ship 30000 to 49,999	Rs. 25,000/-
	(e) Gross Tonnage of Ship 50000 to 99,999	Rs. 30,000/-
	(f) Gross Tonnage of Ship – Above 1,00,000	Rs. 35,000/-
	(ii) Physical inspection and Permission to recycle a ship of special concern oil tanker, chemical tanker, gas carrier, passenger ship, naval auxiliaries etc (as per GT)	--
	a) Gross Tonnage of ships up to 1000	Rs. 25,000/-
	b) Gross Tonnage of ships from 1000 - 10000	Rs. 35,000/-
	c) Gross Tonnage of ships from 10000 - 50000	Rs. 45,000/-
	d) Gross Tonnage of ships from 50000 - 100000	Rs. 55,000/-
	e) Gross Tonnage of ships above 100000	Rs. 75,000/-

FORM 1
FORM OF THE INTERNATIONAL READY FOR RECYCLING CERTIFICATE

INTERNATIONAL READY FOR RECYCLING CERTIFICATE

(Note: This certificate shall be supplemented by the Inventory of Hazardous Materials and the Ship Recycling Plan)

(Official seal)

(State)

Issued under the provisions of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (hereinafter referred to as “the Convention”) under the authority of the Government of India by
(Full designation of the person or organization authorized under the provisions of the Convention)

Particulars of the Ship

Name of Ship	
Distinctive number or letters	
Port of Registry	
Gross tonnage	
IMO number	
Name and address of shipowner	
IMO registered owner identification number	
IMO company identification number	
Date of Construction	

Particulars of the Ship Recycling Facility(ies)

Name of Ship Recycling Facility	
Distinctive Recycling Company identity number*	
Full address	
Date of expiry of DASR	

*This number is based on the Document of Authorization to conduct Ship Recycling (DASR).

Particulars of the Inventory of Hazardous Materials

Inventory of Hazardous Materials identification/verification number:

Note: The Inventory of Hazardous Materials, as required by regulation 5 of the Annex to the Convention, is an essential part of the International Ready for Recycling Certificate and must always accompany the International Ready for Recycling Certificate. The Inventory of Hazardous Materials should be compiled on the basis of the standard format shown in the guidelines developed by the Organization.

Particulars of the Ship Recycling Plan

Ship Recycling Plan identification/verification number:

Note: The Ship Recycling Plan, as required by regulation 9 of the Annex to the Convention, is an essential part of the International Ready for Recycling Certificate and must always accompany the International Ready for Recycling Certificate.

THIS IS TO CERTIFY:

1. that the ship has been surveyed in accordance with regulation 10 of the Annex to the Convention;
2. that the ship has a valid Inventory of Hazardous Materials in accordance with regulation 5 of the Annex to the Convention;
3. that the Ship Recycling Plan, as required by regulation 9, properly reflects the information contained in the Inventory of Hazardous Materials as required by regulation 5.4 and contains information concerning the establishment, maintenance and monitoring of Safe-for-entry and Safe-for-hot work conditions; and
4. that the Ship Recycling Facility(ies) where this ship is to be recycled holds a valid authorization in accordance with the Convention.

This certificate is valid until (dd/mm/yyyy).....
(Date)

Issued at.....
(Place of issue of certificate)

(dd/mm/yyyy).....
(Date of issue) (Signature of duly authorized official issuing the certificate)

(Seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF THE SHIP RECYCLING FACILITY FOR A PERIOD OF GRACE WHERE REGULATION 14.5 APPLIES*

This certificate shall, in accordance with regulation 14.5 of the Annex to the Convention, be accepted as valid for a single point to point voyage

from the port of:.....

to the port of:.....

Signed:
(Signature of duly authorized official)

Place:.....

Date: (dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

FORM 2
FORM OF INDIAN READY FOR RECYCLING CERTIFICATE

INDIAN READY FOR RECYCLING CERTIFICATE

(Note: This certificate shall be supplemented by the valid and verified Inventory of Hazardous Materials and the approved Ship Recycling Plan)

(Official seal)

(Authority)

Issued under the provisions of the Recycling of Ships, 2019 (hereinafter referred to as “the Act”) under the authority of the Government of India by

.....
(Full designation of the recognized organization authorized under the provisions of the Act)

Particulars of the Ship

Name of Ship	
Distinctive number or letters	
Port of Registry	
Gross tonnage	
IMO number	
Name and address of shipowner	
IMO registered owner Identification number	
IMO company identification number	
Date of Construction	
Name of Shipyard/Hull No.	

Particulars of the Ship Recycling Facility

Name of Ship Recycling Facility	
Distinctive Recycling Company identity number*	
Full address	
Date of expiry of Certificate of Authorization of Ship Recycling Facility	

* This number is based on the Document of Authorization of Ship Recycling Facility

Particulars of the accompanying Inventory of Hazardous Materials to this certificate

The Inventory of Hazardous Materials identification/verification number:

Particulars of the approved Ship Recycling Plan

Ship Recycling Plan identification/verification number:

THIS IS TO CERTIFY:

1. that the accompanied inventory of hazardous materials belongs to the particulars of the ship stated in this certificate;
2. that the ship has been surveyed in accordance with applicable rules under this act; and
3. that the ship has a valid Inventory of Hazardous Materials in accordance with section 8 of the Act;
4. that the Ship Recycling Plan, properly reflects the information contained in the Inventory of Hazardous Materials as required by section 8 of Recycling of Ships Rules, 2021 as amended and contains information concerning the establishment, maintenance and monitoring of Safe-for-entry and Safe-for-hot work conditions; and
5. that the Ship Recycling Facility where this ship is to be recycled holds a valid certificate of authorization in accordance with the Act.

This certificate is valid until (dd/mm/yyyy)
(Date)

Issued at
(Place of issue of certificate)

(dd/mm/yyyy)
(Date of issue) (Signature of duly authorized official issuing the certificate)

(Seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE
PORT OF THE SHIP RECYCLING FACILITY FOR A PERIOD OF GRACE WHERE RULE XX
APPLIES ☐

This certificate shall, in accordance with section 8 of Recycling of Ships Rules, 2021, be accepted as valid for
a single point to point voyage

from the port of:

to the port of:

Signed:
(Signature of duly authorized official)

Place:

Date: (dd/mm/yyyy)

(Seal or stamp of the authority, as appropriate)

This page of the endorsement shall be reproduced and added to the certificate as considered necessary by the
Administration.

FORM 3
FORM OF THE AUTHORIZATION OF SHIP RECYCLING FACILITIES

**DOCUMENT OF AUTHORIZATION TO CONDUCT SHIP RECYCLING (DASR) IN
ACCORDANCE WITH THE REQUIREMENTS OF THE HONG KONG INTERNATIONAL
CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS,
2009**

Issued under the provision of the Hong Kong International Convention for the Safe Environmentally Sound Recycling of Ships, 2009 (hereinafter referred to as “the Convention”) under the authority of the Government of India by.....

(Full designation of the Competent Authority under the Act)

Name of Ship Recycling Facility	
Distinctive Recycling Company identity No.	
Full address of Ship Recycling Facility	
Primary contact person	
Phone number	
E-mail address	
Name, address, and contact information of ownership company	
Working language(s)	

This is to verify that the Ship Recycling Facility has implemented management systems, procedures and techniques in accordance with Chapter 3 and 4 to the Annex to the Convention.

This authorization is valid untiland is subject to the limitations identified in the attached supplement.

This authorization is subject to amendment, suspension, withdrawal, or periodic renewal in accordance with regulation 16 of the Annex to the Convention.

Issued at.....

(Place of issue of the authorization)

(dd/mm/yyyy).....

(Date of issue)

.....

(Signature of duly authorized official issuing the authorization)

.....
(Typed name and title of duly authorized official issuing the authorization)

(Seal or stamp of the authority, as appropriate)

SUPPLEMENT TO

DOCUMENT OF AUTHORIZATION OF SHIP RECYCLING FACILITY IN ACCORDANCE WITH THE HONG KONG INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS, 2009 RECYCLING OF SHIPS ACT, 2019

Notes:

1. This record shall be permanently attached to the DASR. The DASR shall always be available at the ship recycling facility.
2. All procedures, plans and other documents produced by the Ship Recycling Facility and required under the terms to which the DASR has been issued shall be available in the working language of the Ship Recycling Facility and in English.
3. The authorization is subject to the limitations defined by this supplement.

1. GENERAL TERMS

1.1 Requirements of the Act including equivalent requirements of the Hong Kong Convention on Safe and Environmentally Sound Recycling of Ships, 2009 (hereinafter referred to as "Convention").

The Ship Recycling Facility meets the requirements that it be designed, constructed, and operated in a safe and environmentally sound manner in accordance with the Act/Convention, including meeting the relevant requirements of:

Regulation 16 – Authorization of Ship Recycling Facilities

Regulation 17 – General requirements

Regulation 18 – Ship Recycling Facility Plan

Regulation 19 – Prevention of adverse effects to human health and the environment

Regulation 20 – Safe and environmentally sound management of Hazardous Materials

Regulation 21 – Emergency preparedness and response

Regulation 22 – Worker safety and training

Regulation 23 – Reporting on incidents, accidents, occupational diseases and chronic effects

Regulation 24 – Initial notification and reporting requirements

Regulation 25 – Reporting upon completion

These requirements are imposed on the Ship Recycling Facility by way of The Recycling of Ships Act, 2019 and subsequent rules and regulations made thereafter.

Ship Recycling Facility Plan identification/verification number:

1.2 Acceptance of ships

For ships to which the Convention applies and ships treated similarly pursuant to Article 3.4 of the Convention, the Ship Recycling Facility can only accept a ship for recycling in accordance with regulation 17 of the Annex to the Convention.

1.3 Safe-for-hot work and Safe-for-entry conditions

The Ship Recycling Facility is capable of establishing, maintaining and monitoring Safe-for-hot work and Safe-for-entry conditions throughout the Ship Recycling process.

1.4 Management of Hazardous Materials

The Ship Recycling Facility is designed, constructed, operated, and required to ensure that all Hazardous Materials' management shall be safe and environmentally sound in compliance with the Act/Convention and with all relevant local or national regulations/requirements.

1.5 Map and location of Ship Recycling operations

A map of the boundary of the Ship Recycling Facility and the location of Ship Recycling operations within it, is attached.

2. CAPABILITY OF SHIP RECYCLING FACILITY

2.1 Size of ships

The Ship Recycling Facility is authorized to accept a ship for recycling subject to the following size limitations:

Maximum Size		Other Limitations
Length		
Breadth		
Lightweight		

2.2 Safe and Environmentally Sound Management of Hazardous Materials

The Ship Recycling Facility is authorized to accept a ship for recycling that contains Hazardous Materials as specified in the following table subject to the conditions noted below:

Hazardous Material ¹	Management of Hazardous Materials			Authorization/ Limitations
	Removal (Y/N) ²	Storage (Y/N)	Process ³ (Y/N) ⁴	
Asbestos				
Ozone-depleting substances				
Polychlorinated biphenyls (PCB)				
Anti-fouling compounds and systems				
Cadmium and Cadmium Compounds				
Hexavalent Chromium and Hexavalent Chromium Compounds				
Lead and Lead Compounds				
Mercury and Mercury Compounds				
Polybrominated Biphenyl (PBBs)				
Polybrominated Diphenyl Ethers (PBDEs)				
Polychlorinated Naphthalenes (more than 3 chlorine atoms)				
Radioactive substances				
Certain Shortchain Chlorinated Paraffins (Alkanes, C10-C13, chloro)				
Hazardous liquids, residues and sediments				
Paints and coatings that are highly flammable and/or lead to toxic release				
Other Hazardous Materials not listed above and that are not a part of the ship structure (specify)				

¹ If No (N), describe in the Ship Recycling Plan where the hazardous materials are to be processed / disposed.

² If Yes (Y), indicate in the Ship Recycling Facility Plan the responsible personnel authorized to carry out the removal, with the certificate number or other relevant information.

³ Process means the processing of Hazardous Materials in the Ship Recycling Facility, such as:

- a) Incineration of hazardous materials
- b) Reclamation of hazardous materials
- c) Treatment of Oily residues

⁴ If No (N), describe in the Ship Recycling Plan where the Hazardous Materials are to be processed/discharged.

FORM 4
INITIAL REPORTING TO SMB/PORT AUTHORITY BY THE SHIP OWNER FOR SENDING
SHIP TO SHIP RECYCLING FACILITY FOR RECYCLING

To

The Port Authority/State Maritime Board

.....
.....

Sub: Intent of Recycling of Ship.

The ship having particulars as listed in table 1 below has been identified for recycling in a ship recycling facility described in table 2 below in accordance with the requirements of convention and/or recycling of ships act, 2019 as amended.

Particulars of the Ship

Distinctive number or letters	
Port of Registry & Flag	
Gross tonnage	
IMO number	
Name and address of ship owner	
IMO registered owner identification number	
IMO company identification number	

Particulars of the Ship Recycling Facility

Name of Ship Recycling Facility	
Distinctive Recycling Company identity number*	
Full address	
Date of expiry of Certificate of Authorization of Ship Recycling Facility	

THIS IS TO CONFIRM:

1. that the ship will comply with the requirements of convention and/or recycling of ships act in totality and in possession of valid ready for recycling certificate;
2. that the ship has a valid Inventory of Hazardous Materials in accordance with section 8 of the Act;
3. that the Ship Recycling Plan as required by section 17 of the Act, properly reflects the information contained in the Inventory of Hazardous Materials and contains information concerning the establishment, maintenance and monitoring of Safe-for-entry and Safe-for-hot work conditions; and
4. that the Ship Recycling Facility holds a valid certificate of authorization in accordance with the Act.

FORM 5
FORMAT FOR PERMISSION TO ENTER SHIP RECYCLING FACILITY
(APPLIED BY SHIP RECYCLER TO START SHIP RECYCLING ACTIVITY)

To
Competent Authority

The

.....
(Name of Ship Recycling Facility)

located at
(Full Ship Recycling Facility address)

Authorized in accordance with the requirements of the Recycling of Ships Act, 2019 for the Safe and Environmentally Sound Recycling of Ships, 2009 (hereinafter referred to as “the Convention”) to conduct Ship Recycling under the authority of the Government of India as indicated in the Document of Authorization to conduct Ship Recycling issued at

.....
(Place of authorization)

by.....
(Full designation of the Competent Authority under the Convention)

on (dd/mm/yyyy).....
(Date of issue)

Hereby reports that the Ship Recycling Facility is ready in every respect to start the recycling of the vessel
(IMO number)

The Ready for Recycling Certificate issued under the authority of Govt. of India or an International Ready for Recycling Certificate issued under the provisions of the Convention under the authority of the Government of

.....
(Full designation of country)

by
(Full designation of the person or organization authorized under the provisions of the Act or Convention)

on (dd/mm/yyyy).....*(Date of issue)*
is enclosed.

Signed

.....

Note: A copy of DASR and Ready for recycling certificate to be attached with this form for information.

FORM 6**FORMAT FOR INFORMATION ON RADIOACTIVE MATERIAL CONTAINED IN THE SHIP
(TO BE PROVIDED BY THE SHIP RECYCLER BEFORE ANCHORING)**

Name of the Ship:

IMO Identification No:

Flag of the country:

Call Sign:

Name of the Master of the ship and his nationality:

Details of radioactive material contained in the ship while the ship was in service:

Sr. No.	Name of radionuclide	No. of sources*	Total activity (Curies)	Location of the sources in the ship	Purpose of the sources

Details of radioactive material present in the ship at the time of anchoring:

Sr. No.	Name of radionuclide	No. of sources*	Total activity (Curies)	Location of the sources in the ship	Purpose of the sources

Detail of radioactive devices

Sr. No.	Device	Make	Model	S.No. of device	Name of Manufacturer	Name of radio-nuclide	Activity (curies)	Purpose and location of the device

*In case of sources contained in devices, details of the type of device, its make and model number is to be given,

Undertaking

I hereby certify that:-

All the statements made above are correct to the best of my knowledge and belief.

Name and signature of the Master of the Ship/ Representative of the Recycler:

Designation

FORM 7
FORM OF ANCHORING OR ENTRY OR BEACHING PERMISSION

To

The Port Authority/State Maritime Board

.....
.....

Sub: Request for Anchoring or entry or beaching Permission

The ship having particulars as listed in table 1 below has been identified for recycling in a ship recycling facility described in table 2 below in accordance with the requirements of convention and/or Recycling of ships act,2019 as amended.

Particulars of the Ship as received for recycling

Distinctive number or letters	
Port of Registry & Flag	
Gross tonnage	
IMO number	
Name and address of ship owner	
IMO registered owner identification number	
IMO company identification number	

Particulars of the Ship Recycling Facility

Name of Ship Recycling Facility	
Distinctive Recycling Company identity number*	
Full address	
Date of expiry of Certificate of Authorization of Ship Recycling Facility	

We hereby seek your permission for anchoring the ship within port limits and allot us suitable location.

Date: (dd/mm/yyyy)

Place:

.....

(Name and signature of the Ship Owner)

Position

Contact Details:

Seal/Stamp

FORM 8

FORM OF THE STATEMENT OF ACCEPTANCE STATEMENT OF ACCEPTANCE

This document is a statement of acceptance by Ship recycler for the purpose of de-registering the ship

.....
(Name of the ship when it was received for recycling/at the point of deregistration)

Particulars of the Ship as received for recycling

Name of the ship	
Distinctive number or letters	
Port of Registry and Flag	
Gross tonnage	
IMO number	
Type of Ship	
LDT	
Date of Construction	
Name and address of ship owner	
IMO registered owner identification number	
IMO company identification number	

THIS CONFIRMS THAT:

The ship has been taken for recycling at the ship recycling facility with all the necessary permissions required for recycling as per the provisions of Recycling of Ships Act, 2019 (hereinafter called as Act) and rules thereafter.

Particulars of the Ship Recycling Facility

Name of Ship Recycling Facility	
Distinctive Recycling Company identity number*	
Full address	
Date of expiry of Certificate of Authorization of Ship Recycling Facility	

THIS IS TO CERTIFY:

1. that the accompanied inventory of hazardous materials belongs to the particulars of the ships described above;
2. that the ship has a valid Inventory of Hazardous Materials in accordance with section 8 of the Act;
3. that the Ship Recycling Plan as required by section 17 of the Act, properly reflects the information contained in the Inventory of Hazardous Materials and contains information concerning the establishment, maintenance and monitoring of Safe-for-entry and Safe-for-hot work conditions; and
4. that the Ship Recycling Facility holds a valid certificate of authorization in accordance with the Act.
5. that the statement of acceptance is only for the purpose of de-registering the ship and any maritime liens instituted against the ship will be continued on the ship and the ship owner is liable to pay as per relevant National / International instruments.

Date : (dd/mm/yyyy)

Place:

.....
*(Name and signature of the Ship Owner /
authorised representative)*
Position
Contact Details:
Seal/Stamp

.....
*(Name and signature of the Ship Recycling
facility owner/authorized representative)*
Position
Contact Details:
Seal/Stamp

FORM 9
FORM OF THE STATEMENT OF COMPLETION OF SHIP RECYCLING
STATEMENT OF COMPLETION OF SHIP RECYCLING

This document is a statement of completion of Ship Recycling for

.....
(Name of the ship when it was received for recycling/at the point of deregistration)

Particulars of the Ship as received for recycling

Distinctive number or letters	
Port of Registry	
Gross tonnage	
IMO number	
Name and address of shipowner	
IMO registered owner identification number	
IMO company identification number	
Date of Construction	
Name of shipyard/Hull No.	

THIS CONFIRMS THAT:

The ship has been recycled in accordance with the Ship Recycling Plan as part of the Recycling of Ships Act, 2019 or the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (hereinafter referred to as “the Convention”) at

.....
(Name and location of the authorized Ship Recycling Facility)

and the recycling of the ship as required by the Convention was completed on:

(dd/mm/yyyy).....
(Date of completion)

Issued at.....
(Place of issue of the Statement of Completion)

(dd/mm/yyyy).....
(Date of issue) (Signature of the owner of the Ship Recycling Facility or
a representative acting on behalf of the owner)