



**International  
Standard**

**ISO 30005**

**Ships and marine technology —  
Ship recycling management —  
Information control for hazardous  
materials in the manufacturing  
chain of shipbuilding and ship  
operations**

*Navires et technologie maritime — Management du recyclage  
des navires — Contrôle des informations sur les matières  
dangereuses intervenant dans la chaîne de construction du navire  
et durant le service du navire*

**Second edition  
2024-07**

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Published in Switzerland

**Contents**

Page

<b>Foreword</b> .....	<b>iv</b>
<b>Introduction</b> .....	<b>v</b>
<b>1 Scope</b> .....	<b>1</b>
<b>2 Normative references</b> .....	<b>1</b>
<b>3 Terms and definitions</b> .....	<b>1</b>
<b>4 Information management</b> .....	<b>2</b>
4.1 General requirements.....	2
4.2 Inventory of hazardous materials (IHM) requirements policy.....	3
4.2.1 Scope of the IHM.....	3
4.2.2 Materials to be listed in the inventory.....	3
4.2.3 Exemptions—Materials not required to be listed in Part I of the inventory.....	4
4.2.4 Standard format of the inventory.....	4
4.2.5 Revision to threshold values.....	4
4.2.6 Preparation of the IHM.....	4
4.3 Planning.....	5
4.3.1 IHM Part I for new ships.....	5
4.3.2 Management of IHM Part I during operation.....	11
4.3.3 Utilization of IHMs for planning of ship recycling activities.....	14
4.4 Implementation and operation.....	14
4.4.1 Availability of resources.....	14
4.4.2 Communication and control of documents.....	15
4.4.3 Monitoring and measurement.....	15
4.4.4 Evaluation of compliance.....	15
4.5 Management review and continual improvement.....	15
<b>Annex A (normative) Items to be listed in the IHM Part I</b> .....	<b>16</b>
<b>Annex B (normative) Items to be listed in the IHM Part II and Part III</b> .....	<b>18</b>
<b>Annex C (informative) Additional requirements of EUSRR</b> .....	<b>20</b>
<b>Annex D (informative) Standard format of the IHM</b> .....	<b>21</b>
<b>Annex E (informative) Material declaration example form</b> .....	<b>24</b>
<b>Annex F (informative) Declaration of conformity from the supplier — Example form</b> .....	<b>27</b>
<b>Annex G (informative) Example information form on hazardous conditions on board</b> .....	<b>29</b>
<b>Annex H (informative) List of laboratory analysis methods</b> .....	<b>30</b>
<b>Annex I (informative) Examples of radioactive sources</b> .....	<b>31</b>
<b>Bibliography</b> .....	<b>32</b>

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO document should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

ISO draws attention to the possibility that the implementation of this document may involve the use of (a) patent(s). ISO takes no position concerning the evidence, validity or applicability of any claimed patent rights in respect thereof. As of the date of publication of this document, ISO had not received notice of (a) patent(s) which may be required to implement this document. However, implementers are cautioned that this may not represent the latest information, which may be obtained from the patent database available at [www.iso.org/patents](http://www.iso.org/patents). ISO shall not be held responsible for identifying any or all such patent rights.

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

This document was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*.

This second edition cancels and replaces the first edition (ISO 30005:2012), which has been technically revised.

The main changes are as follows:

- the normative references have been updated;
- definitions have been added to [Clause 3](#);
- specifications have been added on how to list loosely fitted equipment, fixed batteries containing lead acid or other hazardous materials, and similar materials/items that contain hazardous materials that potentially exceed the threshold value;
- further details have been added on materials which are not required to be listed in the inventory;
- determination of the threshold value of asbestos, polychlorinated biphenyls and polychlorinated naphthalenes, and amendments to the threshold value of polybrominated biphenyls have been added;
- [Table B.2](#) has been updated with further details on the classification and examples;
- [Annexes C](#) and [I](#) have been added.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

## Introduction

This document has been developed in response to demand from the marine industry for a standard concerning ship recycling, allowing relevant stakeholders to gather, exchange and utilize information on hazardous substances which are present throughout the lifecycle of ships.

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# Ships and marine technology — Ship recycling management — Information control for hazardous materials in the manufacturing chain of shipbuilding and ship operations

## 1 Scope

This document provides requirements and guidance for the effective management, communication, and maintenance of information regarding the use of hazardous materials, which are used in the manufacturing chain of shipbuilding and ship operations.

The requirements in this document are aligned with the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (SR/CONF/45).

## 2 Normative references

There are no normative references in this document.

## 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

### 3.1 supplier

company which provides products, such as a manufacturer, trader or agency

### 3.2 upstream supplier

*supplier* (3.1) which provides goods to a *downstream supplier* (3.3)

### 3.3 downstream supplier

*supplier* (3.1) which manufactures finished components, products or materials of any kind providing them to a customer for its final use or application

### 3.4 new ship

ship for which:

- a) the building contract is placed on or after 26 June 2025, or
- b) in the absence of a building contract, the keel is laid, or is at a similar stage of construction, six months or more after 26 June 2025, or
- c) the delivery is 30 months or more after 26 June 2025

**3.5  
new installation**

installation of systems, equipment, insulation, or other material on a ship after 26 June 2025

**3.6  
hazardous material**

**HazMat**

material or substance which is liable to create hazards to human health or the environment

**3.7  
shipowner**

person(s) or company registered as the owner of the ship or, in the absence of registration, the person(s) or company who own(s) the ship, or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship

Note 1 to entry: This term also includes those who have ownership of the ship for a limited period pending its sale or handing over to a ship recycling facility.

**3.8  
exemption**

materials that are not required to be listed in Part I the inventory of hazardous materials (IHM), even if such materials or items exceed the IHM threshold values

**3.9  
fixed**

condition that equipment or materials are securely fitted with the ship, such as by welding or with bolts, riveted or cemented, and used at their position, including electrical cables and gaskets

**3.10  
loosely fitted equipment**

equipment on board the ship which are not *fixed* (3.9), such as fire extinguishers, distress flares, and lifebuoys

**4 Information management**

**4.1 General requirements**

Ship specific information on hazardous materials (HazMat) which are present on board is collected and managed in the form of an inventory of hazardous materials (IHM). The process of gathering this information differs between new and existing ships. However, in order to control the use of hazardous materials, the person responsible for collecting this information in both new and existing ships shall:

- a) ensure that prohibitions or restrictions for the installation or use of hazardous materials on board ships are taken into consideration;

NOTE The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (SR/CONE/45), Appendix 1 contains a list of prohibitions and restrictions.

- b) prohibit or restrict the installation or use of hazardous materials on ships, while in ports, newbuilding shipyards, ship repair yards, or offshore terminals;
- c) take effective measures to ensure that ships comply with a) and b); and
- d) supervise a system for maintenance of the material declaration (MD), the supplier's declaration of conformity (SDoC) and IHM.

Information for ships regarding hazardous materials shall be controlled by continuous maintenance of the initial or last verified/certified IHM. Each ship shall have on board a verified/certified IHM which shall be verified or re-certified at least every five years.

## 4.2 Inventory of hazardous materials (IHM) requirements policy

### 4.2.1 Scope of the IHM

The IHM shall consist of three different parts, namely Part I, Part II and Part III, and be specific to each ship.

- a) Part I lists materials contained in the ship structure or equipment. Materials which contain hazardous materials listed in [Tables A.1](#) and [A.2](#) correspond to Part I. Once prepared and certified, the materials listed in Part I shall be maintained during the whole lifecycle of a ship.
- b) Part II lists operationally generated wastes. Items listed in [Table B.1](#) correspond to Parts II and III of the IHM. Part II shall be developed before the ship is destined to be recycled, or at the final voyage at latest.
- c) Part III includes potentially hazardous materials that are listed in [Tables B.1](#) and [B.2](#), in stores and items excluded from the IHM Part I which fall under the exclusions specified in [Table B.2](#). It shall be developed before the ship is destined to be recycled, or at the final voyage at latest.

### 4.2.2 Materials to be listed in the inventory

The related hazardous materials that can be found on board, including their location and quantity, are grouped in the tables below as follows.

- a) [Table A.1](#) covers the materials contained in ship parts, equipment and systems which shall be listed in the IHM Part I for new and existing ships.
- b) [Table A.2](#) covers the materials contained in ship parts, equipment and systems which shall be listed in the IHM Part I for new ships and new installations. For existing ships, listing of these materials is voluntary.
- c) [Table B.1](#) includes items which are potentially hazardous to the environment or human health and shall be listed in IHM Parts II and III during preparations for recycling.
- d) [Table B.2](#) comprises goods which are not specifically designed for shipboard applications and can also be widely found in normal household applications. Those items shall be listed in the IHM Part III during preparations for recycling.
- e) Similar materials or items that contain hazardous materials that potentially exceed the threshold value can be listed together (not individually) on the IHM with their general location and approximate amount specified there.

[Table 1](#) shows the categorization and applicability of the IHM listed in [Table A.1](#), [A.2](#), [B.1](#) and [B.2](#) and how it corresponds to the items listed in [Tables A.1](#), [A.2](#), [B.1](#) and [B.2](#).

[Tables A.1](#), [A.2](#), [B.1](#) and [B.2](#) correspond to Tables A, B, C and D in MEPC.379(80).<sup>[12]</sup>

NOTE For additional requirements of EU regulation, refer to [Annex C](#).

Table 1 — Categorization and applicability of IHM

Scope of the IHM	Shipbuilding and operating	Preparation prior to recycling	
	Part I Structure and equipment	Part II <sup>ab</sup> Operative wastes	Part III <sup>ab</sup> Stores
<a href="#">Table A.1</a> materials Mandatory for new ships and new installations, and existing ships	X		
<a href="#">Table A.2</a> materials Mandatory for new ships and new installations; voluntary for existing ships	X		
<a href="#">Table B.1</a> <sup>b</sup> Potentially hazardous items		X	X
<a href="#">Table B.2</a> Regular consumer goods potentially containing hazardous materials	List of exclusions		X
<sup>a</sup> Applicable only directly prior to recycling/last voyage. <sup>b</sup> Operational relevant goods like lubricating oil, anti-seize compounds or grease, which are applied to keep normal performance of gear, equipment, and machinery present in small amounts, do not fall under the scope of IHM Part III.			

#### 4.2.3 Exemptions—Materials not required to be listed in Part I of the inventory

Materials listed in [Table A.2](#) that are inherent in solid metals or metal alloys, such as steels, aluminium, brasses, bronzes, plating and solders, provided they are used in general construction, such as hull, superstructure, pipes or housings for equipment and machinery, are not required to be listed in the inventory.

Although electrical and electronic equipment is required to be listed in the inventory, the amount of hazardous materials potentially contained in printed wiring boards (printed circuit boards) installed in the equipment is not required to be reported in the inventory.

#### 4.2.4 Standard format of the inventory

The standard format for the IHM is provided in [Annex D](#). Examples of how to complete the inventory are provided for guidance purposes only.

#### 4.2.5 Revision to threshold values

Revised threshold values in [Tables A.1](#) and [A.2](#) should be used for IHMs developed or updated after the adoption of the revised values and it is possible that they are not applied to IHMs which are existing and under development. However, when entries describing materials are added to the IHM, such as during maintenance, the revised threshold values should be applied and recorded therein.

#### 4.2.6 Preparation of the IHM

The preparation of IHMs for new and existing ships differs.

For existing ships:

- a) IHM Part I shall be prepared under the responsibility of the shipowner at an early stage and at the latest, directly prior to recycling of the respective vessel;
- b) the materials contained in [Table A.1](#) shall be listed in the IHM Part I for existing ships;
- c) the materials contained in [Table A.2](#) should be listed as far as practicable;

- d) the materials contained in [Table A.2](#) shall be listed during IHM maintenance, after the initial preparation of the inventory.

For new ships:

- e) IHM Part I shall be prepared at the design and construction stage after getting suppliers' documents (including but not limited to MDs and SDoCs) by the shipyard and be delivered together with the ship, and
- f) the materials contained in [Tables A.1](#) and [A.2](#) shall be listed in the IHM for new ships and new installations. The maintenance of IHM Part I is required throughout the ship operational phase, especially during repair and conversions, when any of the IHM information becomes obsolete or inaccurate. Parts II and III shall be prepared prior to recycling.

## 4.3 Planning

### 4.3.1 IHM Part I for new ships

#### 4.3.1.1 General

The shipyard is responsible for preparing the IHM for new ships. The shipowner shall include this requirement in the ship building contract with the shipyard by making references to the applicable regulations and conventions.

Part I of the inventory shall be developed at the design and construction stage by the shipyard. For relevant items and orders, the shipyard shall request information from suppliers on the products' hazardous materials content by the material declaration (MD) form (see [Annex E](#)) and the supplier's declaration of conformity (SDoC) form (see [Annex F](#)). In order to provide this information to shipyards, suppliers shall obtain information from their upstream suppliers and provide the requested information to downstream suppliers or customers.

Suppliers to the shipbuilding industry shall make a statement in the form of the MD and SDoC for their relevant supplied products and declare whether the materials listed in [Tables A.1](#) and [A.2](#) are present in these products.

If the concentration of hazardous material in a homogeneous material is above its specific threshold levels provided in MD for the materials listed in [Table A.2](#), the quantity of the entire homogeneous material containing hazardous material shall be listed in the MD. Installation of any substance listed in [Table A.1](#) above the threshold is not permitted. For developing IHM Part I, the shipyard shall also specify the location and quantity of the product, equipment, system, or machinery onboard. In case of a coating, it shall be specified where this has been applied.

The development of Part I of the inventory is limited to the fixed equipment only (including those batteries containing lead acid or other hazardous materials that are fixed in place). For loosely fitted equipment (including those loosely fitted batteries, such as consumer batteries and batteries in stores), the continuity of information is achieved by maintaining Part III of the inventory completed by the shipowner in the format specified in [Annex D](#), prior to the application for final survey.

As far as possible, all forms required for preparing IHM should be prepared, transmitted and processed electronically. Hardcopies should be avoided as far as possible due to the high number of documents to be handled.

#### 4.3.1.2 Documentation of otherwise required information

Volumes of pipes and machinery containing hazardous materials listed in [Table B.1](#) shall be documented separately to enable the shipowner to prepare Part II or Part III of the IHM prior to recycling.

#### 4.3.1.3 Requirements for shipyards

The shipyard shall establish, implement and maintain procedures for the preparation of IHM Part I, including:

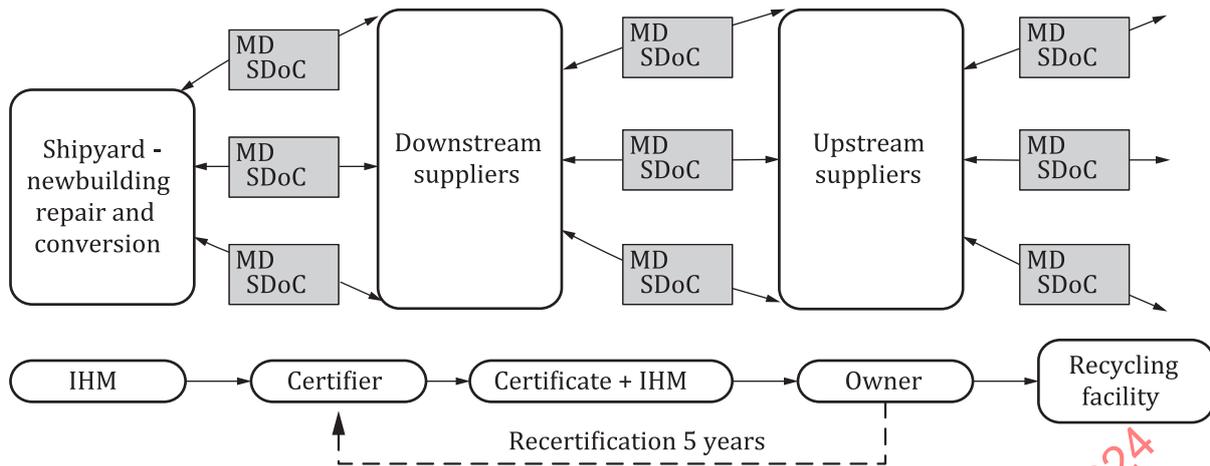
- a) identification of its relevant suppliers of coating systems, components, equipment and structural elements and materials that are used during the construction of the ship,
- b) requesting statements from these suppliers on whether the hazardous materials in [Tables A.1](#) and [A.2](#) are contained in the material declaration (MD),
- c) ensuring that its suppliers provide complete and up-to-date information and, in case the threshold levels have been reached, providing additional information on the presence of the hazardous material like quantity (mass/volume) and its location within the supplied goods (applicable for components) in the required form (MD),
- d) ensuring that measures implemented by the suppliers for assuring accurate and up-to-date MDs are described in the SDoC and other required entries are correct,
- e) ensuring that references to the MDs and SDoCs of the suppliers are correct,
- f) ensuring that the related forms are unchangeable and provided in electronic format (e.g. PDF files) from suppliers ([Annex E](#) and [Annex F](#) provide example forms); entries shall be made in original electronic form (no scans),
- g) ensuring that, in cases where a supplier does not provide an appropriate SDoC electronically, a signed hardcopy of the SDoC, or a scan thereof, is made available and archived by the shipyard,
- h) ensuring that when the concentration of homogenous materials in products exceeds the related threshold levels listed in [Table A.1](#), products shall not be installed on a ship. If one or more materials listed in [Table A.2](#) are found to be present in concentrations above the specified threshold value according to the MD, the products should be listed in the inventory,
- i) ensuring that only properly filled in MDs and related SDoCs are accepted,
- j) directly utilizing the information from suppliers and considering calculations to determine the amount of materials used on board (e.g. for paints),
- k) ensuring effective and accurate preparation of the IHM, which shall be certified by the flag state with which the ship is registered, or by a recognized organization (e.g. classification society) which is authorized by the flag state.

NOTE Before 26 June 2025, for any missing MD or SDoC, the presence of hazardous materials in the components and materials can also be investigated by applying the methods applicable for existing ships.

The documentation regarding the presence or absence of hazardous materials shall be prepared in the form of an MD, which shall be accompanied by an SDoC. Responsibility of the provided information lies with the suppliers who prepare the MD and SDoC.

The structure for gaining information via relevant documents by shipyards from the suppliers and from their supply chain (upstream suppliers) is shown in [Figure 1](#). The purpose of a standardized approach throughout supply chains is to ensure the reliability of the HazMat information by traceability. By using uniform forms within supply chains, electronic data processing becomes possible. For example, by automatic combination of MDs prepared by upstream suppliers (sub-MDs) into Tier I MDs (main-MDs), less re-typing and conversion of information and forms is required, and information is handled more effectively.

## ISO 30005:2024(en)



**Figure 1 — Overview of information chains**

### 4.3.1.4 Requirements for suppliers

#### 4.3.1.4.1 Material declaration

Suppliers shall establish, implement and maintain procedure(s) to:

- a) ensure that for all their relevant products supplied to the shipping industry, a statement on the presence or absence of materials listed in [Tables A.1](#) and [A.2](#) is provided in the form of an MD,
- b) constantly evaluate their products in a detailed way for identifying relevant products and providing accurate and up-to-date information on the presence of hazardous materials contained therein in form of the product specific MD,
- c) identify their supply chain and require sub-MDs as a basis for preparation of their own MDs,
- d) ensure that up-to-date information is supplied by their supply chain,
- e) identify missing information and establish a follow-up process for obtaining missing information,
- f) make sure that each homogenous material is evaluated or analysed if used in a relevant product,
- g) support a modular data management for allowing an individual combination of information required due to product modifications,
- h) clearly identify material in stock and related information from supply chains,

NOTE 1 In case there are mass articles from different suppliers, it is appropriate to evaluate the information provided when the highest content of hazardous materials of [Tables A.1](#) and [A.2](#) is further utilized.

- i) provide a unique ID-number for identification of MD,
- j) ensure that the related SDoC is identified in the MD,
- k) ensure that all information (see [Table 2](#)) and the forms required are available, maintained and provided electronically, and
- l) ensure that only the author may change or amend the content of MD forms. Any changes or amendments by anyone other than the author of this form constitutes a breach of copyright law.

NOTE 2 As an exemption, when a shipbuilder purchases more material or products than what is installed on one ship, the shipbuilder can fill in an “amount” column by themselves to specify what has been used for the particular ship, as the suppliers usually do not know if the delivered material/product is used for one or more ships.

Table 2 — Information required in MD

Entry	Description
Date of declaration	The preparation date of the report is written here
MD ID Number	Provision of a unique ID number for identification of MDs is necessary (see <a href="#">4.3.1.4.3.1</a> )
Other information	Remarks are noted here
Supplier (respondent) information	Name, address, contact person, telephone numbers and SDoC ID No. is written in this part
Product information	Product name, product number (if available), product information, amount and unit (e.g. one piece or 1 kg/m <sup>2</sup> /m <sup>3</sup> ) of the product shall be provided.
Material information	
Quantification of hazardous materials	The amount of hazardous material contained in one product shall be specified.
Yes/No	Statement on whether the hazardous material present is above or below the threshold level; “Yes” or “No” shall be written. If the entry is “Yes”, the following additional information is required: Mass: mass of the homogenous material containing hazardous materials above the specific threshold level Unit: relevant unit of the given mass (e.g. gram, kilogram, milligram) Information on where it is used: where exactly the hazardous material is used or additional useful information In case the hazardous materials of concern are not contained above the related threshold levels in <a href="#">Tables A.1</a> or <a href="#">A.2</a> , a “No” entry is required

In order to identify the approximate quantity of hazardous materials, the standard unit used for hazardous materials should be kg, unless other units (e.g. m<sup>3</sup> for materials of liquid or gases, m<sup>2</sup> for materials used in floors or walls) are considered more appropriate. An approximate quantity should be rounded up to at least two significant figures.

MDs shall be prepared by the suppliers even when no hazardous materials are contained above the related threshold levels.

NOTE 3 Unintentional presence of hazardous materials in the form of trace contaminants does not fall under the scope of MDs.

Any spare parts containing materials listed in [Tables A.1](#) and [A.2](#) that are above the threshold levels are required to be listed in Part III of the inventory at a later stage by the shipowner.

Volumes of pipes and machinery containing hazardous materials listed in [Table B.1](#) shall be documented separately to enable the shipowner to prepare Part II or Part III of the IHM prior to recycling.

For assuring a unified and effective product data management, any relevant information within supply chains should be based on the same SDoC and MD forms as far as practicable. The forms are legal statements from suppliers and in case investigations are carried out, the source of information can easily be identified. This can be legally relevant.

NOTE 4 For downstream suppliers of complex machinery and equipment, it can be beneficial to provide separate MDs for major functional units. This can be achieved by defining system boundaries and preparing separate MDs accordingly.

Where there is homogeneous material containing hazardous materials above the threshold levels listed in [Tables A.1](#) and [A.2](#) received from the supply chain, the total amount of this material used for manufacturing/production shall be documented in the MD. The related concentration of the hazardous material can be provided as additional information under “Remarks”.

#### 4.3.1.4.2 Supplier's declaration of conformity (SDoC)

The supplier shall establish a company policy on the management of the chemical substances in products which the supplier manufactures or sells. This policy shall cover how information on chemical substance content is obtained.

NOTE Legal requirements can apply to the management of chemical substances in products.

In procuring raw materials for components and products, sub-suppliers shall be selected following an evaluation. The authenticity and validity of the information on the chemical substances they supply shall be ensured. This policy may be incorporated into the quality management system recognized or accepted by the Classification Society.

Suppliers shall establish, implement and maintain procedure(s) to:

- a) prepare an SDoC for relevant products supplied by them,
- b) provide an SDoC efficiently to requesting customers,
- c) ensure that required information is provided in the SDoC (see [Table 3](#)),
- d) create a unique ID number for identification of SDoC and allow it to be referenced by the MD,
- e) ensure that the SDoC is signed by a representative; in the absence of a legally sound signature system, the electronic SDoC shall be "signed" by typing in the name of the representative and a signed hardcopy of the SDoC shall also be made available to the customer, and
- f) ensure that all information and forms required are available, maintained and provided electronically.

**Table 3 — Information required in SDoC**

Entry	Description
SDoC ID number	A unique number produced by the downstream supplier/supplier for identification (see <a href="#">4.3.1.4.3.2</a> )
Name of issuer	Name of the downstream supplier/supplier
Address of issuer	Complete address of the downstream supplier/supplier
Objects of declaration	Statement of which products are covered by the SDoC
Statement of conformity	Standard text, no additional entry is required
Applicable regulations	Preparation of legal and organizational documents which form the basis of the information provided in the attached MD and which ensure the information is correctly controlled internally (at the downstream supplier)
Additional information	Special information, e.g. when the SDoC covers only a certain range of serial numbers of the components listed under 3 in the SDoC, or quality or environmental management system certificates and their validity, etc.
Signed for and on behalf of	Name of downstream supplier (or alternatively a contractor)
Place and date of issue	Place and date where this SDoC has been issued and signed
Name, function	Representative of downstream supplier/supplier in charge of preparation of the SDoC and MD
Signature	Signature of the representative
SDoCs shall be prepared by the suppliers also when no hazardous materials are reported above the related threshold levels in the related MDs.	
NOTE Any supplier is liable for the information provided. It is their obligation to decide if and to what extent the supply chain is involved in the information gathering process. In addition to the information on the presence/absence of hazardous materials, it is also beneficial to require an SDoC as a legal statement from suppliers.	

#### 4.3.1.4.3 MD and SDoC numbering systems

##### 4.3.1.4.3.1 General

To allow easy identification of files and effective IHM preparation and maintenance processes in view of the number of files to be processed, a numbering system for MDs and SDoCs should be implemented.

##### 4.3.1.4.3.2 MD ID numbering system

The name of an MD file should start with “MD” as the indicator for the type of file and include information such as the name of the manufacturer, name of the product, type (serial number) of the product and preparation date:

file type\_manufacturer\_product name\_product type\_date

EXAMPLE MD\_ISOMANU\_CENTRIFUGALPUMP\_CFP635\_20090520

MD: Abbreviation for Material Declaration

ISOMANU: Abbreviated name of manufacturer

CENTRIFUGALPUMP: Product name

CFP635: Product serial number/type

20090520: Date

##### 4.3.1.4.3.3 SDoC ID numbering system

The name of an SDoC should start with “SD” as the indicator for the type of file and include information such as the name of the manufacturer and preparation date. The general information provided should be:

SD\_manufacturer\_\*middle section\*\_date

It should be distinguished between an SDoC for a specific product, system, customer or manufacturer. The middle section of the SDoC ID is determined by the scope, as explained in a) to d) below.

##### a) SDoC numbering for a specific product

When an SDoC is prepared for a specific product, the middle section of the SDoC ID number should contain the name of the product and the type (serial number) of the product:

SD\_manufacturer\_product name\_product type\_date

EXAMPLE 1 SD\_ISOMANU\_CENTRIFUGALPUMP\_CFP635\_20090501

SD: Abbreviated symbol of SDoC

ISOMANU: Abbreviated symbol of manufacturer

CENTRIFUGALPUMP: Product name

CFP635: Product serial number/type

20090501: Date

##### b) SDoC numbering for a specific system

When an SDoC ID number is provided for a specific system, the middle section of the SDoC ID number should contain only the system name, as the product type is not relevant:

SD\_manufacturer\_System\_date

EXAMPLE 2 SD\_ISOMANU\_LO-Purifier\_20090323

SD: Abbreviated symbol of SDoC

ISOMANU: Abbreviated symbol of manufacturer

LO-Purifier: System name

20090323: Date

c) SDoC numbering for a specific customer

When an SDoC ID-Number is provided for all deliveries to a customer, the middle section of SDoC ID-Number should only contain the name of the manufacturer without any abbreviations for products or systems:

SD\_manufacturer\_customer\_date

EXAMPLE 3 SD\_ISOMANU\_CUSTOMER\_20090110

SD: Abbreviated symbol of SDoC

ISOMANU: Abbreviated symbol of manufacturer

20090110: Date

d) SDoC numbering for a specific manufacturer

When an SDoC ID-Number is provided for all deliveries to a manufacturer, the middle section of SDoC ID-Number should only contain the name of the manufacturer without any abbreviations for products or systems.

SD\_manufacturer\_date

EXAMPLE 4 SD\_ISOMANU\_20090906

SD: Abbreviated symbol of SDoC

ISOMANU: Abbreviated symbol of manufacturer

20090906: Date

### 4.3.2 Management of IHM Part I during operation

#### 4.3.2.1 Responsibilities of shipowners

For existing ships, the shipowner is responsible for the preparation of the IHM.

The shipowner is also responsible for maintenance of the IHM during the ship's lifetime. This requirement is independent of whether the IHM has been prepared for new ships or existing ships.

The shipowner shall establish, implement, and maintain procedures that ensure:

- a) the IHM are prepared for their fleet in service;
- b) approved HazMat expert personnel are involved in the IHM preparation processes with sufficient knowledge and expertise in the fields of: HazMat identification, use of properly accredited laboratories, shipboard technology, and preparation of the IHM;
- c) available and useful information is provided to the HazMat expert;
- d) a designated person is responsible for:
  - 1) organizing the IHM preparation,
  - 2) launching the initial and periodical certification of the IHM by a recognized organization,

- 3) informing the recognized organization that an additional survey is required in case of a major conversion, repair or other occurrences,
- 4) maintaining the IHM,
- 5) ensuring that new installations on board existing ships are accompanied by MDs,
- 6) taking relevant national/international legislation into consideration,
- 7) preparing Part II and Part III of the IHM prior to recycling, and
- 8) making relevant information available to recycling company when recycling is envisaged.

Designated persons shall establish, implement and maintain procedures to:

- e) measure on a regular basis the characteristics of the IHM;
- f) establish and supervise a system to ensure Part I of the inventory is updated and to document dates of changes, or new or deleted entries.

In case of conversion, repair, or other modifications and maintenance, all changes relevant for the IHM shall be reflected in the existing IHM as well. It is the responsibility of the shipowner to delegate related tasks which can be assigned via contractual arrangements to the yards carrying out the work.

#### 4.3.2.2 Responsibilities of HazMat experts

The HazMat expert acts on behalf of the shipowner. The HazMat expert should establish, implement and maintain procedures to:

- a) ensure all available information on board is reviewed and evaluated in order to gain knowledge on the presence of the HazMats in [Tables A.1](#) and [A.2](#) (as far as practicable);
- b) prepare a visual/sampling check plan (VSCP) which will be the basis for on board checks (see [Table 4](#));
- c) perform on board checks according to VSCP and amend it if necessary;
- d) take physical samples, preferably from non-eye-catching points;
- e) inspect parts of the ship visually, where:
  - 1) presence/absence of a hazardous material of concern is clear,
  - 2) assumptions are to be verified,
  - 3) taking of samples is not necessary or possible;
- f) calculate the approximate quantity of HazMats in case they are present;
- g) document related activities and check results in the VSCP;
- h) prepare the IHM by using a completed VSCP.

In case visual inspection does not prove that equal materials have been used, additional visual checks or physical samples shall be taken. The approved VSCP shall be amended by the HazMat expert accordingly, if available.

Workers involved in the sampling of asbestos shall be protected by appropriate personal protective equipment (e.g. dust-proof glasses, mask, clothes and gloves). Passengers, crew members and other persons shall be protected from exposure to hazardous materials when sampling takes place. Before taking samples, the sampling point should be prepared to avoid contamination, e.g. by moisturizing to avoid scattering of asbestos fibres, and suction and filtering equipment. Warning signs should be placed around the sampling point to prevent crew members or passengers from getting too close to the sampling work. Sharp tools should be used for taking samples. Collected samples should be kept in air-tight cases. Sample points should be sealed after sampling has taken place.

## ISO 30005:2024(en)

In case hazardous materials are identified on board, which can directly threaten human health or the environment, e.g. versatile asbestos fibres, the body involved in certification of the IHM shall be informed as well as the onshore technical fleet management in written form by the HazMat expert. An example of the appropriate form is shown in [Annex G](#). The HazMat expert should only provide advice for related safety measures and, if applicable, how to reduce the possible adverse effects on human health or the environment. The HazMat expert shall not prescribe remedial measures.

NOTE 1 Any item categorized as “unknown” during preparations and ship inspections can be classed as “potentially containing hazardous material” when justification is provided as to why no samples have been taken (e.g. inaccessibility of location and no option for specification by visual inspection or taking of samples).

For identified hazardous materials, wide variation of estimated quantity is likely. In order to minimize variations and uniform application for estimation of approximate quantity, each HazMat expert should consider their calculation methods carefully. In any case, the identified hazardous material shall be documented in a way that it can easily be identified later onboard for investigating similar materials present onboard.

NOTE 2 In cases where there is homogeneous material containing hazardous materials which is above the threshold levels listed in [Table A.1](#) and [Table A.2](#), the total amount of this material present is relevant. The related concentration of the hazardous material can be provided as additional information under “Remarks”. It is not appropriate to multiply the concentration of the identified hazardous material with the total amount of material onboard, as this leads to the amount of the pure hazardous material, which is not relevant.

**Table 4 — Example of VSCP**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Location: Zone, Compartment, System	Equipment	Object to Check (Component, Material), Parts of use	Material	Document Analysis Result	Check procedure	Sample No.	Check Result	Approx. Quantity	Remarks
Bridge	Ceiling	Ceiling panel	Asbestos	Contained	Visual check		Contained	3 000 kg	—
Accommodation area		Paint	Lead	Contained	Sampling check	P44-01	Contained	30 kg	—
Accommodation area and Engine room(E/R)	Fire door in accommodation area	Sealing	Asbestos	Unknown	Sampling check	P44-02	Contained	15 kg	—
Accommodation area and Engine room(E/R)	Gyro compass	Gyro compass	Mercury	Contained	Visual check	—	Contained	0,5 kg	—
Engine room	Exhaust gas system	Lagging for exhaust gas pipe	Asbestos	Unknown	Sampling check	P44-03	Contained	5 ton	—
Engine room	Auxiliary boiler	Insulation	Asbestos	Contained	Visual check	—	Contained	500 kg	—

Table 4 (continued)

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Engine room	Refrigeration plant	Refrigerant	CFCs	Not contained	Visual check	—	Not contained	—	—
Stern tube	Propeller shafting	Packing with hydraulic piping	Asbestos	Unknown	Assumption	—	PCHM	—	No access, relevant for ship operation
Ballast water tanks	Ballast water tank	Paint	Lead	Unknown	Assumption	—	PCHM	300 kg	No sample taking, functionality affected

#### 4.3.2.3 Analysing standards

Assurance of correct and comparable IHMs depends on the laboratory analysis methods as listed in [Annex H](#), used by or on behalf of the HazMat experts. Therefore, the HazMat expert shall ensure that:

- the samples are sent to laboratories complying with ISO/IEC 17025;
- methods of analysis in relation to the relevant HazMats are based on international standards or standards which have been approved by other organization. Examples include DIN 38414 and EPA 3550C:2007;
- if external laboratories are used, the methods for analysis including pre-analysis are clarified prior to the analysing process.

#### 4.3.3 Utilization of IHMs for planning of ship recycling activities

Prior to delivering a ship to a ship recycling facility, the shipowner should check that the IHM Part I is maintained and reflects the current HazMat situation on board the particular ship.

Additionally, IHM Part II and Part III shall be prepared to provide a complete overview of materials to be delivered to the ship recycling facility. These parts can be prepared by shipboard crew. As Part II and Part III of the IHM contain materials to be listed, the amounts and volumes of which are changing frequently, proper estimates of the volumes and amounts for the date of delivery are also appropriate. The three parts of the IHM shall identify an appropriate ship recycling facility. This can be done upon presentation of the certificates and authorizations held by the ship recycling facility. In case it is not authorized to handle all hazardous materials on board the ship, alternative solutions like prior removal can be investigated, if found to be useful.

The ship recycling facility should use all three parts of the IHM as provided by the shipowner for planning of recycling processes. The detailed consideration of IHMs shall be reflected in the ship recycling plan, taking into consideration that the information provided focuses on hazardous materials, specific measures and methods. Removal operations prior to other recycling work shall be planned and documented by the ship recycling plan accordingly. The recycling works shall be conducted and supervised to ensure that the works are carried out in accordance with the ship recycling plan.

Besides removal, further details like storage, transportation, treatment, and disposal of all materials of the ship should be reflected, taking into consideration the management plans falling under the scope of ISO 30000.

### 4.4 Implementation and operation

#### 4.4.1 Availability of resources

The shipyard and shipowner shall ensure the availability of resources essential to establish, implement, and maintain IHM preparation and maintenance processes. Within the company's management system, the

following resources shall be detailed: human resources, specialized skills, organizational infrastructure, occupational health, safety and the environment, equipment technology, software, training, and financial resources.

#### 4.4.2 Communication and control of documents

Shipyards, suppliers, shipowners, HazMat experts, and recycling companies should use software tools for collection, compiling, evaluation, exchange, and maintenance of information.

The forms required for exchange and compilation of information shall be used in an electronic format allowing electronic processing and tracking of changes once saved or signed. The information to be provided by upstream/downstream suppliers or gained through HazMat Experts activities shall be stored in a manner that makes them directly utilizable for the preparation of IHM and ship recycling plan preparation. The format shall be widely available, allowing the forms shown in [Annex E](#) and [Annex F](#) to be filled out as .xml files generated from PDF files.

#### 4.4.3 Monitoring and measurement

Persons or companies using hazardous material shall check their abilities to avoid or substitute with safe or less harmful materials. In general, they shall attempt to minimize the amounts and volumes of hazardous materials used in products and materials.

#### 4.4.4 Evaluation of compliance

Downstream suppliers, shipyards, shipowners and recycling companies shall establish, implement and maintain procedures for evaluating the compliance of documents with applicable legal requirements, legislation and regulations.

### 4.5 Management review and continual improvement

Shipyards, suppliers, and shipowners shall regularly evaluate and set targets for continuous improvements such as avoidance, substitution, or minimization of hazardous materials.

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**Annex A**  
(normative)

**Items to be listed in the IHM Part I**

The items in [Tables A.1](#) and [A.2](#) shall be listed in the IHM Part I.

**Table A.1 — Materials listed in SR/CONF/45, Appendix 1**

No.	Materials	Inventory			Threshold level
		Part I	Part II	Part III	
A-1	Asbestos	X			0,1 % <sup>a</sup>
A-2	Polychlorinated Biphenyls (PCBs)	X			50 mg/kg <sup>b</sup>
A-3	Ozone depleting substances	1,1,1-Trichloroethane (Methyl chloroform)	X		no threshold level <sup>c</sup>
		Hydrochlorofluorocarbons	X		
		Hydrobromofluorocarbons	X		
		Methyl bromide	X		
		Bromochloromethane	X		
A-4	Anti-fouling systems containing organotin compounds as a biocide	X			2 500 mg total tin/ kg <sup>d</sup>
	Anti-fouling systems containing cybutryne	X			1 000 mg/kg <sup>e</sup>

SOURCE: MEPC.379(80), Table A,<sup>[12]</sup> reproduced with permission of the authors.

<sup>a</sup> For all ships, new installation of materials which contain asbestos shall be prohibited. According to the Globally Harmonized System of Classification and Labelling of Chemicals (GHS),<sup>[13]</sup> carcinogenic mixtures classified as Category 1A (including asbestos mixtures) under the GHS are required to be labelled as carcinogenic if the ratio is more than 0,1 %. However, if 1 % is applied, this threshold value should be recorded in the inventory and, if available, the material declaration and can be applied no later than five years after the entry into force of the SR/CONF/45. It is not necessary to retroactively apply the threshold value of 0,1 % to those inventories and material declarations.

<sup>b</sup> For all ships, new installation of materials which contain PCBs shall be prohibited. The IMO sets 50 mg/kg as the threshold value for the concentration level at which wastes, substances and articles containing, consisting of or contaminated with PCB are characterized as hazardous under the Basel Convention.<sup>[10]</sup>

<sup>c</sup> "No threshold value" is in accordance with the Montreal Protocol<sup>[17]</sup> for reporting Ozone depleting substances. Unintentional trace contaminants should not be listed in the material declarations or the inventory.

<sup>d</sup> This threshold value is based on the Guidelines for brief sampling of anti-fouling systems on ships (resolution MEPC.356(78)).<sup>[14]</sup>

<sup>e</sup> When samples are directly taken from the hull, average values of cybutryne should not be present above 1 000 mg of cybutryne per kilogram of dry paint.

Table A.2 — Materials listed in SR/CONF/45, Appendix 2

No.	Materials	Inventory			Threshold level
		Part I	Part II	Part III	
B-1	Cadmium and Cadmium Compounds	X			100 mg/kg <sup>a</sup>
B-2	Hexavalent Chromium and Hexavalent Chromium Compounds	X			1 g/kg <sup>a</sup>
B-3	Lead and Lead Compounds	X			1 g/kg <sup>a</sup>
B-4	Mercury and Mercury Compounds	X			1 g/kg <sup>a</sup>
B-5	Polybrominated Biphenyl (PBBs)	X			50 mg/kg <sup>b</sup>
B-6	Polybrominated Diphenyl Ethers (PBDEs)	X			1 g/kg <sup>a</sup>
B-7	Polychlorinated Naphthalenes (more than three chlorine atoms)	X			50 mg/kg <sup>b</sup>
B-8	Radioactive Substances	X			no threshold level <sup>c</sup>
B-9	Certain Shortchain Chlorinated Paraffins (Alkanes, C10-C13, chloro)	X			1 % <sup>d</sup>

SOURCE: MEPC.379(80), Table B,<sup>[12]</sup> reproduced with permission of the authors.

<sup>a</sup> IMO set 50 mg/kg as the threshold value for the concentration level at which wastes, substances and articles containing, consisting of or contaminated with PBB are characterized as hazardous under the Basel Convention.<sup>[16]</sup>

<sup>b</sup> IMO set 50 mg/kg as the threshold value for the concentration level at which wastes, substances and articles containing, consisting of or contaminated with PCN are characterized as hazardous under the Basel Convention.<sup>[16]</sup>

<sup>c</sup> All radioactive sources should be included in the material declaration and in the inventory. Radioactive sources refers to radioactive material permanently sealed in a capsule or closely bonded, and in a solid form that is used as a source of radiation. This includes consumer products and industrial gauges with radioactive materials. Examples are listed in [Annex 1](#).

<sup>d</sup> With reference to EU legislation,<sup>[18-19]</sup> IMO set 1 % as the threshold value for Chlorinated Paraffins, which restricts them from being placed on the market for use as substances or as constituents of other substances or preparations in concentrations higher than 1 %

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**Annex B**  
(normative)

**Items to be listed in the IHM Part II and Part III**

Table B.1 and Table B.2 show items to be listed in the IHM Part II and Part III.

**Table B.1 — Potentially hazardous items**

No.	Properties		Goods	Inventory	
				Part II	Part III
C-1	Liquid	Oiliness	Kerosene		X
C-2			White spirit		X
C-3			Lubricating oil		X
C-4			Hydraulic oil		X
C-5		Explosives/ Inflammables	Anti-seize compounds		X
C-6			Fuel additive		X
C-7			Engine coolant additives		X
C-8			Antifreeze fluids		X
C-9			Boiler and feed water treatment and test re-agents		X
C-10			De-ionizer regenerating chemicals		X
C-11			Evaporator dosing and descaling acids		X
C-12			Paint stabilizers/rust stabilizers		X
C-13			Solvents/thinners		X
C-14			Paints		X
C-15			Chemical refrigerants		X
C-16			Battery electrolyte		X
C-17			Alcohol, methylated spirits		X
C-18	Gas	Explosives/ Inflammables	Acetylene		X
C-19			Propane		X
C-20			Butane		X
C-21			Oxygen		X
C-22		Green House Gases	CO <sub>2</sub>		X
C-23			Perfluorocarbons(PFC)		X
C-24			Methane		X
C-25			Hydrofluorocarbon(HFC)		X
C-27			Nitrous Oxide(N <sub>2</sub> O)		X
C-28			Sulfur Hexafluoride(SF <sub>6</sub> )		X

SOURCE: MEPC.379(80), Table C,<sup>[12]</sup> reproduced with permission of the authors.

<sup>a</sup> Definition of garbage is identical to that in MARPOL Annex V.<sup>[21]</sup> However, incinerator ash is classified separately because it may include hazardous substances or heavy metals.

ISO 30005:2024(en)

Table B.1 (continued)

No.	Properties		Goods	Inventory	
				Part II	Part III
C-29	Liquid	Oiliness	Bunkers: Fuel Oil		X
C-30			Grease		X
C-31			Waste oil (sludge)	X	
C-32			Bilge or waste water from after treatment system of machine	X	
C-33			Oily liquid cargo tank residues	X	
C-34		Explosibility/ Inflammability	Ballast water	X	
C-35			Raw sewage	X	
C-36			Treated sewage	X	
C-37			Non-oily liquid cargo residues	X	
C-38	Gas	Explosibility/ Inflammability	Fuel gas		X
C-39	Solid		Dry cargo residues	X	
C-40			Medical waste/infectious waste	X	
C-41			Incinerator ash <sup>a</sup>	X	
C-42			Garbage <sup>a</sup>	X	
C-43			Fuel tank residues	X	
C-45			Oily solid cargo tank residues	X	
C-45			Oily/contaminated rags	X	
C-46			Batteries (incl. lead acid batteries)		X
C-47			Pesticides/insecticide sprays		X
C-48			Extinguishant		X
C-49			Chemical cleaner (inc. electrical equipment cleaner, carbon remover)		X
C-50			Detergent/bleacher (can be a liquid)		X
C-51			Miscellaneous medicines		X
C-52			Firefighting clothing, equipment		X
C-53			Dry tank residues	X	
C-54			Cargo residues	X	
C-55			Spare parts which contain materials listed in <a href="#">Table A.1</a> or <a href="#">Table A.2</a>		X

SOURCE: MEPC.379(80), Table C,<sup>[12]</sup> reproduced with permission of the authors.

<sup>a</sup> Definition of garbage is identical to that in MARPOL Annex V.<sup>[2]</sup> However, incinerator ash is classified separately because it may include hazardous substances or heavy metals.

Table B.2 — Regular consumable goods potentially containing hazardous materials

No.	Properties	Example	Inventory		
			Part I	Part II	Part III
D-1	Electric/electrical equipment	Computers, refrigerators, printers, scanners, television sets, radio sets, video cameras, video recorders, telephones, consumer batteries,			X
D-2	Lighting equipment	Fluorescent lamps, filament bulbs, lamps			X
D-3	Non-ship-specific furniture, interior and similar equipment	Chairs, sofas, tables, beds, curtains, carpets, garbage bins, bed-linen, pillows, towels, mattresses, storage racks, decoration, bathroom installations, toys, not structurally relevant or integrated artwork			X

SOURCE: MEPC.379(80), Table D,<sup>[12]</sup> reproduced with permission of the authors.

This table does not include ship specific equipment integral to ship operations, which shall be listed in Part I of the inventory.

**Annex C**  
(informative)

**Additional requirements of EUSRR**

While this document reflects primarily the requirements as per the Hong Kong International Convention, further requirements apply in the EU for all vessels.

The European Union Ship Recycling Regulation (EUSRR)<sup>[11]</sup> entered into force in 2013 and became fully effective at the end of 2020. It enforces the requirements of SR/CONF/45 and the IHM Guidelines [MEPC.379(80)]<sup>[12]</sup> for all vessels flying an EU-flag and all vessels not flying an EU flag in EU waters.

For information control for hazardous materials in the manufacturing chain of shipbuilding and ship operations, some differences apply for EU-flagged vessels. For example, documentation of two more hazardous substances in the IHMs of these vessels is required. The substances as provided in [Table A.1](#) [corresponding to SR/CONF/45, (Appendix 1)] and [Table A.2](#) [corresponding to SR/CONF/45, (Appendix 2)] are identical to those required under EUSRR.

The two additional substances which must be documented by EU-flagged vessels are shown in [Table C.1](#).

**Table C.1 — Two additional substances documented by EU-flagged vessels**

Material	Thresholds	Applicable
Pefluorooctane sulfonic acid (PFOS)	10 mg/kg	new EU-flagged ships existing EU-flagged ships as far as practicable
Brominated flame retardant (HBCCD)	100 mg/kg	new EU-flagged ships
This applies to new EU-flagged ships for which:		
1) the building contract is placed on or after 31.12.2018, or		
2) in the absence of a building contract, the keel is laid, or which is at a similar stage of construction, on or after 30.06.2019, or		
3) the delivery is on or after 30.06.2021.		

The material information exchanged within supply chains and with customers (shipyards and shipowners) must provide details for these additional substances in case the receiving ships are flying an EU-flag. For supply chains, it can be advantageous to generally integrate the additional substances in their material documentation. Then one standard for material documentation can be established for all customers independent of the flag of the receiving ship.

For the development of IHM Part I for existing EU-flagged vessels, the analysis methods, or other equivalent, applied and accepted standards as shown in [Table C.2](#), for material samples taken during shipboard inspections by IHM Experts, are recommended to be applied by laboratories complying with ISO/IEC 17025.

**Table C.2 — Analysis methods for the two additional substances of EU-flagged vessels**

Hazardous substances	Example for standardized analysis methods	Specific reporting information
Perfluorooctane sulfonic acid (PFOS)	Not specified by EU/IMO Several methods may be utilized for example ISO 25101, DIN 38414 S14, EPA 3550C:2007	Type and concentration of PFOS compound
Brominated Flame Retardant (HBCDD)	Not specified by EU/IMO Several methods may be utilized for example ISO 22032, EPA 3550C:2007, US EPA 8270E:2017	Type and concentration of HBCDD compound

## Annex D (informative)

### Standard format of the IHM

#### INVENTORY OF HAZARDOUS MATERIALS

Issued under the provision of the International Convention for the Safe and Environmentally Sound Recycling of Ships (SR/CONF/45) and MEPC.379 (80).<sup>[12]</sup>

Name of ship	IMO Number	Building shipyard	Owner/Operator
XXXXXX	9999999	XXXX Co., Ltd.	XXX Ltd.
Port of registry			
Type of vessel			
Gross tonnage			
Date of delivery			

This inventory of hazardous materials has been developed under the responsibility of "Ship Yard/Shipowner".

Attachments:

- 1: Inventory of hazardous materials (mandatory)
- 2: Location diagram of hazardous materials on board (optional for new ships)
- 3: Other

-----  
Prepared by (Name and address) (dd/mm/20XX)

#### 1 Part 1 Hazardous materials contained in the ship's structure and equipment

##### 1.1 Paints and coating systems containing materials listed in ISO 30005:2024, [Table A.1](#) and [Table A.2](#)

No.	Application of paint	Name of paint	Location	Materials (classification in <a href="#">Annex A</a> )	Approx. quantity		Remarks
1	Anti-drumming compound	Primer, xx Co., xx primer #300	Hull part	Lead	3 560	kg	
2	Antifouling	xx Co., xx coat #100	Underwater parts	TBT	120 000	kg	

## ISO 30005:2024(en)

### 1.2 Equipment and machinery containing materials listed in ISO 30005:2024, [Table A.1](#) and [Table A.2](#)

No.	Name of equipment and machinery	Location	Materials (classification in <a href="#">Annex A</a> )	Parts of use	Approx. Quantity		Remarks
1	Switch Board	Engine Control Room	Cadmium	Housing coating	0,2	kg	Less than 0,01 kg
			Mercury	Heat gauge	< 0,01	kg	
3	Diesel Engine, xx Co., xx #200	Engine room	Cadmium	Coating	20	kg	Contained in paint on cylinder heads and exhaust system covers Revised by XXX on Oct. XX, 2021 (revoking No.2)
4	Radioactive level gauge	No.1 Cargo tank	Radioactive substances	Gauge	5(1,8E+11)	Ci(Bq)	Radionuclides: <sup>60</sup> Co

The pre-updated information for IHM should be retained and shown with strikethrough to display the change of IHM.

### 1.3 Structure and Hull containing materials listed in ISO 30005:2024, [Table A.1](#) and [Table A.2](#)

No.	Name of structural element	Location	Materials (classification in <a href="#">Annex A</a> )	Parts of use	Approx. quantity		Remarks
1	Wall panel	Accommodation	Asbestos	Insulation	2 500	kg	Encapsulated in wall panels
2	Wall insulation	Engine Control Room	Lead	Perforated plate	65	kg	Cover of insulation material
			Asbestos	Fire protection	25	kg	Under perforated plates

### 2 Part 2 Operationally generated waste

No.	Location	Name of item (classification in <a href="#">Annex B</a> ) and detail of the item (if any)	Approx. quantity		Remarks
1	Garbage locker	Garbage (food waste)	35,00	kg	
2	Bilge tank	bilgewater	15,00	m <sup>3</sup>	
3	No.1 cargo hold	Dry cargo residues (iron ore)	110,00	kg	
4	No.2 cargo hold	Waste oil(sludge)(crude)	120,00	kg	
5	No.1 ballast tank	ballast water	2 500,00	m <sup>3</sup>	
		sediments	250,00	kg	

3 Part 3 Stores

3.1 Stores

No.	Location	Name of item (classification in <a href="#">Annex B</a> )	Unit quantity		Figure		Approx. quantity		Remarks
1	No.1 fuel tank	Fuel oil(Heavy fuel oil)	-		-		100,00	m <sup>3</sup>	
2	CO <sub>2</sub> room	CO <sub>2</sub>	100,00	kg	50	bottle	5 000,00	kg	
3	Workshop	propane	20,00	kg	10	pcs	200,00	kg	
4	Medicine box	Medicine	-		-		-		Details are shown in the attached list of medicines.
5	Paint stores	Paint, xx Co., #600	20,00	kg	5	pcs	100,00	kg	Cadmium containing

3.2 Liquids sealed in ship's machinery and equipment

No.	Type of liquids	Name of machinery or equipment	Location	Approx. Quantity		Remarks
1	Hydraulic oil	Deck crane hydraulic oil system	Upper deck	15,00	m <sup>3</sup>	
2		Deck machinery hydraulic oil system	Upper deck and bosun store	200,00	m <sup>3</sup>	
3		Steering gear hydraulic oil system	Steering gear room	0,55	m <sup>3</sup>	
4	Lubricating oil	Main engine system	Engine-room	0,45	m <sup>3</sup>	
5	Boiler water treatment	Boiler	Engine-room	0,20	m <sup>3</sup>	

3.3 Gases sealed in ship's machinery and equipment

No.	Type of gases	Name of machinery or equipment	Location	Approx. Quantity		Remarks
1	HFC	AC system	AC room	100,00	kg	
2	HFC	Refrigerated provision chamber machine	AC room	50,00	kg	

3.4 Regular consumable goods potentially containing hazardous materials

No.	Location	Name of item	Quantity	Remarks
1	Accommodation	Refrigerators	1	
2	Accommodation	Personal computers	2	

The location of a part II or part III item should be entered in order of its location, from a lower level to an upper level and from a fore part to an aft part. It is recommended that the location of part I items is described similarly, as far as practicable.

In the "Remarks" column for part III items, if hazardous materials are integrated in the products, the approximate amount of the contents should be shown, as far as possible.

**Annex E**  
(informative)

**Material declaration example form**

Material declaration					
<b>&lt; Date of declaration &gt;</b>					
<b>Date</b>					
<b>&lt; MD ID Number &gt;</b>					
<b>MD- ID- No.</b>					
<b>&lt; Other information &gt;</b>					
<b>Remark 1</b>	—				
<b>Remark 2</b>	—				
<b>Remark 3</b>	—				
<b>&lt; Supplier (Respondent) Information &gt;</b>					
<b>Company Name</b>					
<b>Division Name</b>					
<b>Address</b>					
<b>Contact Person</b>					
<b>Telephone Number</b>					
<b>FAX Number</b>					
<b>E-mail Address</b>					
<b>SDOC ID No.</b>					
<b>&lt; Product Information &gt;</b>					
<b>Product Name</b>	<b>Product Number</b>	<b>Delivered Unit</b>		<b>Product Information</b>	
		<b>Amount</b>	<b>Unit</b>		
<b>&lt; Material information &gt;</b>					
This material information shows the amount of hazardous materials contained in		1	unit	the quantity (e.g. one piece) or relevant unit (e.g. 1 kg/m etc.) of the product.	
<b>Table</b>	<b>Material name</b>	<b>Threshold level</b>	<b>Present above threshold level</b>	<b>If yes, material mass</b>	
			<b>Yes/no</b>	<b>Mass</b>	<b>Unit</b>
				<b>If yes, information of parts/region of use</b>	

<p><a href="#">Table A.1</a> (Materials listed in SR/CONF/45, Appendix 1)</p>	Asbestos	0,1 % <sup>a</sup>					
	Polychlorinated Biphenyls (PCBs)	50 mg/kg					
	Ozone depleting substance	Chlorofluorocarbons (CFC)	no threshold level				
		Halons					
		Other fully halogenated CFC					
		Carbon Tetrachloride					
		1,1,1-Trichloroethane					
		Hydrochlorofluorocarbons					
		Hydrobromofluorocarbons					
		Methyl bromide					
Bromochloromethane							
Anti-fouling systems containing organotin compounds as a biocide	2,500 mg total tin/kg						
Anti-fouling systems containing cybutryne	1 000 mg/kg <sup>b</sup>						
<p><a href="#">Table A.2</a> (Materials listed in SR/CONF/45, Appendix 2)</p>	Cadmium and Cadmium Compounds	100 mg/kg					
	Hexavalent Chromium and Hexavalent Chromium Compounds	1 000 mg/kg					
	Lead and Lead Compounds	1 000 mg/kg					
	Mercury and Mercury Compounds	1 000 mg/kg					
	Polybrominated Biphenyl (PBBs)	50 mg/kg					
	Polybrominated Diphenyl ethers (PBDEs)	1 000 mg/kg					
	Polychloronaphthalenes (Cl <sub>≥3</sub> )	50 mg					
	Radioactive Substances	no threshold level					
Certain Shortchain Chlorinated Paraffins	1 %						

<sup>a</sup> In accordance with SR/CONF/45, Regulation 4 for all ships, new installation of materials which contain asbestos are prohibited. According to the Globally Harmonized System of Classification and Labelling of Chemicals (GHS),<sup>[13]</sup> carcinogenic mixtures classified as Category 1A (including asbestos mixtures) under the GHS are required to be labelled as carcinogenic if the ratio is more than 0,1 %. However, if 1 % is applied, this threshold value should be recorded in the inventory and, if available, the material declaration can be applied no later than five years after the entry into force of SR/CONF/45. It is not necessary to retroactively apply the threshold value of 0,1 % to those inventories and material declarations.

<sup>b</sup> When samples are directly taken from the hull, average values of cybutryne should not be present above 1,000 mg of cybutryne per kilogram of dry paint.

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