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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 33802-2017

**Ships and marine technology -- Ship recycling management
systems -- Guidelines for selection of ship recyclers (and pro
forma contract)**

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Foreword

This standard is drafted in accordance with the rules given in GB/T 1.1-2009.

This standard uses the re-drafting method to amend the use of ISO 30002..2012 "ship and maritime technology shipbreaking management system ship recycling plant selection

Guidance (and form contract) ".

The technical differences between this and ISO 30002..2012 and the reasons are as follows.

- Added normative reference documents (see Chapter 2), due to a reference relationship;
- change the "disassembly" of ISO 30002..2012 to "other dismantling methods in accordance with national regulations" (see 4.2)

The relevant provisions of our country.

This standard has made the following editorial changes.

--- to ISO 30002..2012 4.4 "Baltic International Maritime Association of the sale of scrap ship standard contract" to "" China split

Ship association dismantling the standard for the sale and purchase of uncompleted ships "(see 4.4).

This standard is proposed by China Shipbuilding Industry Corporation.

This standard is nationalized by the National Marine Vessel Standardization Technical Committee (SAC/TC12).

The drafting unit of this standard. China Shipbuilding Industry Comprehensive Technology and Economic Research Institute, China Ship Recycling Association, Beijing Central Green Island Electronics Development Co., Ltd.

Responsible company.

1 Scope

This standard specifies the relevant guidance requirements for shipowners to choose shipbreaking plants.

This standard applies to the selection of shipbreaking plants and the use of forms of contract owners.

This standard does not take into account other aspects of shipbreaking, other aspects are included in the GB/T 33800-2017 series of other standards.

In order to ensure that shipments are carried out in a safe and environmentally sound manner as far as possible, the owner needs to consider which shipowners they will sell the ship to,

It is important that the relevant objective information is provided to assist the selection process and that the shipbuilder who is reluctant to provide such information by the shipowner can not be objective

evaluation of.

Since the owner may not be able to verify the information provided by the shipbreaking plant, it is the responsibility of the shipbreaker to ensure the correctness of the information. However, the owner is serious

Careful consideration of this information is critical, and aware that some shipyards may publish the wrong information or data, the information is clearly no

Reflect the actual situation. In this case, the shipyard is not subject to an objective assessment.

This standard applies to shipowners with the following expectations.

- a) the selection of shipbreaking plants for safe and environmentally sound shipbreaking;
- b) confirmed to meet the GB/T 33800-2017 series of standards;
- c) to confirm that the selected shipbreaker meets the GB/T 33800-2017 series of standards.

This standard does not limit the shipowner to sell or dismantle the ship to a ship recycling ship with a certificate of GB/T 33800-2017.

2 normative reference documents

The following documents are indispensable for the application of this document. For dated references, only the dated edition applies to this article

Pieces. For undated references, the latest edition (including all modifications) applies to this

document.

GB/T 33800-2017 Shipbreaking and marine technology Shipbreaking management system
Shipbreaking plant Safety and environmental harmless management system specification
(ISO 30000..2009, IDT)

3 terms and definitions

The following terms and definitions apply to this document.

3.1

Hazard (hazardous substances) hazard (hazardous material)

Leading to personal injury, illness (short and long term), property damage, environmental damage or all the above conditions under the conditions of potential hazards

Source and situation.

3.2

Hong Kong Convention

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships established by the International Maritime Organization (IMO).

Note. When approved by IMO (but not formally effective) and can be used, it is considered valid.