GREEN PASSPORT

January 2018

Rule Note
NR 528 DT R03 E
1. INDEPENDENCY OF THE SOCIETY AND APPLICABLE TERMS

1.1. The Society shall remain at all times an independent contractor and neither the Society nor any of its officers, employees, servants, agents or subcontractors shall be or act as an employee, servant or agent of the Party, or be deemed to be the agent or representative of the Party, in any manner in the performance of the Services.

1.2. The operations of the Society in providing its Services are exclusively conducted by way of random inspections and do not, in any circumstance, amount to the granting of any right or implied obligations as a result of the interventions of the Society.

1.4. The Services are carried out by the Society according to the applicable Rules and to the Bureau Veritas Code of Ethics. The Society only is qualified to apply and interpret its Rules.

1.5. The Client acknowledges the latest versions of the Conditions of and of the applicable Rules to applying the Services’ performance. The Client agrees to release, indemnify and hold harmless the Society from any claim or cause of action, whether by way of contract or tort or otherwise, for damages, including legal fees, for harm or loss to persons and/or property tangible, intangible or otherwise which may be brought about as a result of the performance of the Services.

2. DEFINITIONS

2.1. “Certificate” means classification certificates, attestations and reports following inspections or surveys which are arranged by the Client and approved at the time of the Services’ performance and contract’s execution.

2.11. “Other Services” means other services related to Classification and Certification such as, but not limited to, in the following situations: where the Client fails to declare the existence or commissioning of a Unit, nor its construction in conformity with its design, such activities remaining under the exclusive responsibility of the Unit’s owner or builder; engage in any task relating to the design, construction, production or repair checks, neither in the operation of the Unit or the Unit’s trade, neither in any advisory services, and cannot be held liable on the scope of the Services.

3. SCOPE AND PERFORMANCE

3.1. The Society shall perform the Services according to the applicable national and international standards and Industry Practice and always on the assumption that the Client is aware of such standards and Industry Practice.

3.2. Subject to the Services and always by reference to the Rules, the Society shall:

• review the construction arrangements of the Unit as shown on the documents provided by the Client;
• conduct the surveys at the place of the Unit construction;
• class the Unit and enters the Unit’s class in the Society’s Register;
• survey the Unit periodically in service to note that the requirements for the maintenance of the Services’ are met. The Client shall inform the Society without delay of any circumstances which may cause any changes on the conducted surveys or Services.

The Client shall not, by any means, declare the existence or commissioning of a Unit, nor its construction in conformity with its design, such activities remaining under the exclusive responsibility of the Unit’s owner or builder; engage in any task relating to the design, construction, production or repair checks, neither in the operation of the Unit or the Unit’s trade, neither in any advisory services, and cannot be held liable on the scope of the Services.

4. RESERVATION CLAUSE

4.1. The Client shall always: (i) maintain the Unit in good condition after surveys; (ii) present the Unit after surveys; and (iii) inform the Society in due course of any circumstances that may affect the giving appraiserment of the Unit or cause to modify the scope of the Services.

4.2. Certificates referring to the Society’s Rules are only valid if issued by the Society.

4.3. The Society has entire control over the Certificates issued and may at any time withdraw a Certificate at its entire discretion including, but not limited to, in the following situations: where the Client fails to comply in due time with instructions of the Society or where the Client fails to pay in accordance with clause 6.2 hereunder.

5. ACCESS AND SAFETY

5.1. The Client agrees to provide the Society all access and information necessary for the efficient performance of the requested Services. The Client shall be the sole responsible for the conditions of presentation of the Services and the initiation and conclusion of the surveys and the conditions under which tests and trials are carried out. Any information, drawings, etc. required for the performance of the Services must be made available in due time.

5.2. The Client shall notify the Society of any relevant safety issue and shall take all necessary safety-related measures to ensure a safe work environment for the Society or any of its officers, employees, servants, agents or subcontractors and shall comply with all applicable safety regulations.

6. PAYMENT OF INVOICES

6.1. The provision of the Services by the Society, whether complete or partial, involves, for the Client, the payment of fees thirty (30) days upon issuance of the invoice.

6.2. Without prejudice to any other rights hereunder, in case of Client payment default, the Society shall be entitled to charge, in addition to the amount not properly paid, interest equal to twelve (12) months LIBOR plus two (2) per cent as of due date calculated on the number of days such payment is delinquent. The Society shall also have the right to take all such actions as available under the laws and regulations concerning the enforcement of its rights and/or to suspend or revoke the validity of the Certificates.

6.3. In case of dispute on the invoice amount, the undisputed portion of the invoice shall remain payable in connection to which dispute shall accompany payment so that action can be taken to solve the dispute.

7. LIABILITY

7.1. The Society bears no liability for consequential loss. For the purpose of this clause consequential loss shall include, without limitation:

• Indirect or consequential loss;
• Any loss and/or deferral of profit, loss of product, loss of use, loss of bargain, loss of revenue, loss of profit or anticipated profit, loss of business and business interruption, in each case whether or not associated with any contract between the Parties.

7.2. In any case, the Society’s maximum liability towards the Client is limited to one hundred and fifty per-cents (150%) of the price paid by the Client to the Society for the performance of the Services. This limit applies regardless of fault by the Society, including breach of contract, breach of warranty, tort, strict liability, breach of statute.

7.3. All claims shall be presented to the Society in writing within three (3) months from the date of the invoice. Any claim not so presented as defined above shall be deemed waived and absolutely time barred.

8. INDEMNITY CLAUSE

8.1. The Client agrees to release, indemnify and hold harmless the Society from and against any and all claims, demands, lawsuits or actions, whether by way of contract or tort, arising out of, in connection with or relating to the performance of the Services and for those claims caused solely and completely by the negligence of the Society, its officers, employees, servants, agents or subcontractors.

9. TERMINATION

9.1. The Parties shall have the right to terminate the Services (and the relevant contract) for convenience after giving the other Party thirty (30) days’ written notice, and without prejudice to clause 6 above.

9.2. In such a case, the class granted to the concerned Unit and the previously issued certificates shall remain valid until the date of the effect of the termination notice issued, subject to compliance with clause 4.1 and 6 above.

10. FORCE MAJEURE

10.1. Neither Party shall be responsible for any failure to fulfill any term or provision of the Conditions if and to the extent that fulfillment has been delayed or temporarily prevented by a force majeure occurrence without the fault or negligence of the Party affected and which, by the exercise of reasonable diligence, the said Party is unable to provide against.

10.2. In the event of this clause, force majeure shall mean any circumstance not being within a Party’s reasonable control including, but not limited to: acts of God, natural disasters, epidemics or pandemics, wars, terrorist attacks, riots, sabotage, impositions of sanctions, embargoes, nuclear, chemical or biological contaminations, laws or action taken by a government or public authority, quotas or prohibition, expriations, destructions of the worksite, explosions, fires, accidents, any labor strike, trade disputes, strikes or lockouts

11. CONFIDENTIALITY

11.1. The documents and data provided to or prepared by the Society in performing the Services, and the information made available to the Society, are treated as confidential except where the information:

• is already known by the receiving Party from another source and is properly and lawfully in the possession of the receiving Party prior to the receipt of the information;
• is already in possession of the public or has entered the public domain, otherwise than through a breach of this obligation;
• is acquired independently from a third party that has the right to disclose such information;
• is required to be disclosed under applicable law or by a government or by a court order, decree, regulation or rule by or for a stock exchange authority (regulatory body) or for the purpose of any governmental, political, public, or administrative action or proceeding;
• is required to give prompt written notice to the disclosing Party prior to such disclosure.

12. The Society and the Client shall use the confidential information exclusively within the framework of their activity underlying these Conditions.

11.3. Confidential information shall only be provided to third parties with the express written consent of the other Party. However, such prior consent shall not be required when the Society provides the confidential information to a subsidiary.

11.4. Each Party shall have the right to disclose the confidential information if required to do so under regulations of the International Association of Classification Societies (IACS) or any statutory obligations.

12. INTELLECTUAL PROPERTY

12.1. Each Party exclusively owns all rights to its Intellectual Property created before or after the commencement date of the Conditions and whether or not associated with any contract between the Parties.

12.2. The Intellectual Property developed for the performance of the Services includes, but not limited to drawings, calculations, and reports shall remain exclusive property of the Society.

13. ASSIGNMENT

13.1. No assignment resulting from to these Conditions cannot be assigned or transferred by any means by a Party to a third party without the prior written consent of the other Party.

13.2. The Society shall have the right to assign or transfer any of the said contract to a subsidiary of the Bureau Veritas Group.

14. SEVERABILITY

14.1. Invalidity of one or more provisions does not affect the remaining provisions.

14.2. Definitions herein take precedence over other definitions which may appear in other documents issued by the Society.

14.3. In case of doubt as to the interpretation of the Conditions, the English text shall prevail.

15. GOVERNING LAW AND DISPUTE RESOLUTION

15.1. The Conditions shall be construed and governed by the laws of England.

15.2. The Client and the Society shall make every effort to settle any dispute amicably and in good faith by way of negotiation within thirty (30) days from the date of receipt by either one of the Parties of a written notice of such a dispute.

15.3. Failing that, the dispute shall finally be settled by arbitration under the LCIA rules, which rules are deemed to be incorporated by reference. The arbitrators shall be three (3). The place of arbitration shall be London (UK).

16. PROFESSIONAL ETHICS

16.1. Each Party shall conduct all activities in compliance with all laws, statutes, rules, and regulations applicable to such Party including but not limited to: child labour, forced labour, collective bargaining, discrimination, abuse, working hours and minimum wages, anti-bribery, anti-corruption, and all other laws, rules and regulations that the Party has made or will make, with respect to the matters provided for hereunder, any offer, gift, payment or authorization of the payment of any money directly or indirectly, or for the use or benefit of any official or employee of the government, political party, official, or candidate.

16.2. In addition, the Client shall act consistently with the Society’s Code of Ethics of Bureau Veritas. http://www.bureavertas.com/home/about-us/ethics+and+compliance/
RULE NOTE NR 528

NR 528
GREEN PASSPORT

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January 2018
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1.1
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GENERAL PRINCIPLES

1 Application

1.1 Scope

1.1.1 This Rule Note provides the requirements for the assignment and the maintenance of the additional class notations GREEN PASSPORT and GREEN PASSPORT EU, as defined in [1.2], for ships or units classed by the Society, as follows:

- Sea-going ships as defined in NR467 Rules for Steel Ships
- Offshore units as defined in NR445 Rules for Offshore Units
- Inland navigation vessels/units, as defined in:
  - NR217 Rules for Inland Navigation Vessels
  - NR580 Rules for the Floating Establishment
  - NR612 Rules for Harbour Equipment
- Naval ships/units as defined in:
  - NR483 Rules for Naval Ships
  - NR535 Rules for Naval Submarines
- Yachts as defined in NR500 Rules for Yachts
- High Speed Craft as defined in NR396 Rules for High Speed Craft.

1.2 Additional class notations GREEN PASSPORT and GREEN PASSPORT EU

1.2.1 The additional class notation GREEN PASSPORT or GREEN PASSPORT EU, as defined in NR467 Rules for Steel Ships, Part A, Ch 1, Sec 2, [6.14.14], may be assigned to ships for which an Inventory of Hazardous Materials (IHM, hereafter referred as Inventory Part I, see [1.6.4]) contained in the equipment, systems, and/or areas on board the ship is developed or maintained in compliance with the requirements of this Rule Note.

Tab 1 provides details for additional class notation GREEN PASSPORT and GREEN PASSPORT EU in order to guide Owners and Designers in selecting an appropriate additional class notation.

1.3 Materials not required to be listed in the Inventory Part I

1.3.1 Loosely fitted equipment, as defined in [1.6.3], are not to be listed in the Inventory Part I. Those batteries containing lead acid or other hazardous materials that are fixed in place are to be listed in the Inventory Part I. Batteries that are loosely fitted, which includes consumer batteries and batteries in stores, are not to be listed.

Materials listed in App 2, Tab 2 or App 2, Tab 4 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 to be listed in the Inventory Part I.

Although electrical and electronic equipment are required to be listed in the Inventory Part I, the amount of hazardous materials potentially contained in printed wiring boards (printed circuit boards) installed in the equipment does not need to be reported in the Inventory Part I.

1.4 Documents to be submitted

1.4.1 The plans and documents to be submitted for the assignment of the notations GREEN PASSPORT and GREEN PASSPORT EU are listed in Tab 2.

Table 1 : GREEN PASSPORT notations description

<table>
<thead>
<tr>
<th>Notation</th>
<th>Description</th>
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| GREEN PASSPORT      | The notation refers to ships complying with:  
|                     | • the requirements of the Hong Kong Convention, 2009 and  
| GREEN PASSPORT EU   | The notation refers to ships complying with:  
|                     | • the requirements of the Hong Kong Convention, 2009 and  

January 2018

Bureau Veritas
1.5 Reference documents

1.5.1 The following documents are given for reference:

- Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 as set out in final Act of the Conference SR/CONF/46 (hereafter referred to as “Hong Kong Convention”)
- EMSA ’s Best Practice Guidance on the Inventory of Hazardous Materials
- 2015 Guidelines for the development of the Inventory of Hazardous Materials as set out in the annex to resolution MEPC.269(68)
- 2012 Guidelines for the survey and certification of ships under the Hong Kong Convention, as set out in the annex to the resolution MEPC.222(64).

1.6 Definitions

1.6.1 Existing ship

Existing ship means a ship which is not a new ship.

1.6.2 Hazardous Material

Hazardous Material means any material or substance which is liable to create hazards to human health and/or the environment.

For the purpose of the Rules Note it means Hazardous Material listed in App 2.

1.6.3 Loosely fitted equipment

Loosely fitted equipment means equipment or materials present on board the ship by the conditions other than “fixed”, such as fire extinguishers, distress flares, and life-buoys.

1.6.4 Inventory Part I

Inventory Part I means the Inventory of Hazardous Materials (IHM) contained and/or potentially contained in the ship’s structure and equipment, their location and approximate quantities.

The Inventory Part I does not cover operationally generated wastes; and stores.

1.6.5 New installation

New installation means the installation of systems, equipment, insulation, or other material on or after the 1st July 2017.

1.6.6 New ship

New ship means a ship contracted for construction with the additional classification notation GREEN PASSPORT or GREEN PASSPORT EU on or after the 1st July 2017.

1.6.7 Owner

Owner means the Registered Owner or the Disponent Owner or the Manager or any other party having the responsibility to keep the ship seaworthy, having particular regard to the provisions relating to the maintenance of class laid down in NR467 Rules for Steel Ships, Part A.

1.6.8 Sampling check

Sampling check is the taking of samples to identify the presence or absence of hazardous material contained in the equipment, systems, and/or areas, by suitable and generally accepted methods such as laboratory analysis).

1.6.9 IHM Expert Company

Employing or contracting individual IHM experts to conduct any relevant work or task in relation to the IHM process for the purpose of compiling or updating Inventories of Hazardous Materials. The IHM expert company should use a documented management system and should work on suitable standards, covering the relevant activities of the company.

1.6.10 Targeted sampling

Targeted sampling means a sampling that should take place during the preparation of the IHM of an existing ship in accordance with the relevant procedure of the IMO guidelines and should include any equipment, system and/or area which cannot be specified regarding the presence of hazardous material by document or visual analysis except those which are to be classed as ‘Potentially Containing hazardous material (PCHM).

1.6.11 Random sampling

Random sampling means sampling that may be used as a quality assurance process and may take place for new ships during the design and construction stage, on existing ships during the initial preparation of the IHM along with targeted sampling or on any ship after the initial preparation of the Inventory Part I.

1.6.12 Supplier

Supplier means the company which provides products, including manufacturers, traders and agencies.

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**Table 2 : Documentation to be submitted**

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<th>No.</th>
<th>I/R</th>
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<tr>
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<td>R</td>
<td>Inventory of Hazardous Materials (IHM) Part I</td>
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<td>Diagram of the location of hazardous materials on board a ship</td>
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Note 1:

R = Requested for the assignment of notations GREEN PASSPORT and GREEN PASSPORT EU
I = For information.
1.6.13 Supply chain
Supply chain means the progression of businesses involved in the supply and purchase of materials and goods from raw materials to final product.

1.6.14 Survey
Survey means an intervention by the Surveyor for assignment or maintenance of class as defined in NR467, Part A.

1.6.15 Surveyor
Surveyor means technical staff acting on behalf of the Society to perform tasks in relation to classification and survey duties.

1.6.16 Threshold value
Threshold value is defined as the concentration value in homogeneous materials.
SECTION 2 ASSIGNMENT OF THE GREEN PASSPORT AND GREEN PASSPORT EU NOTATIONS TO NEW SHIPS

1 General

1.1

1.1.1 The GREEN PASSPORT or GREEN PASSPORT EU notation is assigned to a new ship, as defined in Sec 1, [1.6.6], upon satisfactory completion of the following steps:

- preparation of the Inventory Part I by the Shipyard
- acknowledgment of the Inventory by the Society.

2 Shipyard responsibilities

2.1

2.1.1 The Shipyard is responsible to ensure that equipment, machinery, coating or structural component used for the new construction do not contain prohibited materials listed in:

- App 1, Tab 1 for the assignment of GREEN PASSPORT notation
- App 1, Tab 2 for the assignment of GREEN PASSPORT EU notation.

The Shipyard is responsible to prepare the Inventory at the design and construction stage as per requirements in Article [3].

The Shipyard is responsible to request to and collect from the upstream suppliers in the shipbuilding supply chain, a ‘Supplier’s Declaration of Conformity’ with the present Rules and associated Material Declarations for each structural element, equipment, machinery and coatings fitted on board.

Random Check Plan and random sampling shall be conducted by IHM Expert company under the responsibility of the Shipyard.

The Shipyard is responsible for submitting the Inventory with the entire supporting Supplier’s Declaration of Conformity, related Material Declarations and results of Random sampling to the Society.

3 Requirements for initial development of the Inventory Part I

3.1 Development Process

3.1.1 The process shall include three steps:

a) collection of hazardous materials information
b) utilization of hazardous materials information and
c) preparation of the Inventory.

3.2 Collection of hazardous materials information

3.2.1 Materials Declaration and Supplier’s Declaration of Conformity

Materials Declaration (MD) and Supplier’s Declaration of Conformity (SDoC) for products from suppliers (tier 1 suppliers) should be requested and collected by the shipyard.

Tier 1 suppliers may request from their suppliers (tier 2 suppliers) the relevant information if they cannot develop the MD based on the information available. Thus the collection of data on hazardous materials may involve the entire shipbuilding supply chain (see Fig 1).

Every Material Declaration shall be accompanied by a Supplier’s Declaration of Conformity (SDoC).

SDoC and MD shall be drawn in the format provided in App 5. However, due regard shall be given to include in the MD form a supplement with a reference to the presence (or absence) of the two additional Hazardous Materials (PFOS and HBCDD). An example of the Supplement to the form of Material Declaration is shown in App 6.

Figure 1 : Process of MD (and SDoC) collection showing involvement of supply chain
3.2.2 Quality assurance policy
Shipbuilder shall establish a quality assurance policy for performing random checking of materials provided by the suppliers. This policy should take into account the type of the material, the location and the intended use on board the ship, the required life-time maintenance and the origin of the material. Additional information should also be taken into account e.g. historical data on products of a specific brand, information about HM on board sister ships already built etc.

Checking of the materials may include visual checking and/or random samples which will be tested by indicative or field testing and/or random samples to be tested by specific testing. Compiling a Random Check Plan (RCP) is not a prerequisite for conducting random sampling. However, it is recommended in order to support a more effective, rational and documented sampling campaign.

The personnel performing random sampling, the “IHM Expert”, is to be properly qualified.

3.3 Utilization of hazardous materials information

3.3.1 Assignment of notation GREEN PASSPORT
For new ships, hazardous materials defined in App 2, Tab 1 and App 2, Tab 2 are to be listed in the Inventory Part I as appropriate.

If one or more materials listed in App 2, Tab 1 are found to be present in concentrations above the specified threshold value according to the MD, the products which contain these materials shall not be installed on a ship. However, if the materials are used in a product in accordance with an exemption specified by the Hong Kong Convention (e.g. new installations containing hydrochlorofluorocarbons (HCFCs) before 1st January 2020), the product should be listed in the Inventory Part I.

If one or more materials listed in App 2, Tab 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.

3.3.2 Assignment of notation GREEN PASSPORT EU
For new ships, hazardous materials defined in App 2, Tab 3 and App 2, Tab 4 are to be listed in the Inventory Part I as appropriate.

If one or more materials listed in App 2, Tab 3 are found to be present in concentrations above the specified threshold value according to the MD, the products which contain these materials shall not be installed on a ship.

If one or more materials listed in App 2, Tab 4 are found to be present in concentrations above the specified threshold value according to the MD, the products should be listed in the Inventory.

3.4 Preparation of the Inventory

3.4.1 The Inventory Part I Format is to follow the requirements detailed in App 3.

The Inventory Part I is to list all equipment, machinery, structural element or coatings for which the Supplier’s Declaration of Conformity indicates they contain Hazardous Materials listed in App 2.

For each equipment, machinery, structural element or coatings listed in the Inventory Part I, the following information is to be indicated:
- the location of the equipment, machinery, structural element or coatings on board the vessel
- the approximate quantity of Hazardous Materials as declared in the Supplier’s Declaration of Conformity and Material Declaration.

The equipment, machinery, structural element or coatings for which the Supplier’s Declaration of Conformity and Material Declaration indicates they do not contain Hazardous Material are not to be listed in the Inventory.

4 Acknowledgment of the Inventory Part I by the Society

4.1

4.1.1 The Society is to acknowledge the Inventory Part I based on:
- a sampling verification that information recorded in the Inventory Part I by the Shipyard is supported by a Supplier’s Declaration of Conformity and related Material Declarations
- a survey on board aiming at verifying by sampling the location of the listed equipment, systems and/or areas.
SECTION 3

ASSIGNMENT OF THE GREEN PASSPORT
AND GREEN PASSPORT EU NOTATIONS TO
EXISTING SHIPS

1 General

1.1

1.1.1 The GREEN PASSPORT or GREEN PASSPORT EU
notation is assigned to an existing ship, as defined in Sec 1,
[1.6.1], upon satisfactory completion of the following steps:
• initial development process for the Inventory Part I
  including the Preparation of a Visual/Sampling Check
  Plan by the Owner
• preparation of the Inventory Part I by the Owner
• survey on board the vessel by the Society
• acknowledgment of the Inventory Part I by the Society
• acknowledgment of the implementation of a procedure
  on board the ship for maintaining the Inventory Part I by
  the Society.

The initial preparation of the Inventory Part I should be con-
ducted by personnel with relevant expertise in the field of
hazardous materials identification and shipboard knowl-
dge under the responsibility of the Owner.

2 Hazardous materials to be listed in
the Inventory Part I

2.1 Assignment of notation GREEN PASS-
PORT

2.1.1 For existing ships, hazardous materials defined in
App 2, Tab 1 are to be listed in the Inventory Part I.
As far as practicable, hazardous materials defined in App 2,
Tab 2 should be listed in the Inventory Part I.

If materials listed are present in products above the thresh-
old values provided in App 2, Tab 3 or App 2, Tab 4, the
quantity and location of the products and the contents of
the materials present in them should be listed in the Inven-
tory Part I.

Any spare parts containing materials listed in App 2, Tab 3
or App 2, Tab 4 are not to be listed in the Inventory Part I.

2.2 Assignment of notation GREEN PASS-
PORT EU

2.2.1 For existing ships, hazardous materials defined in
App 2, Tab 3 are to be listed in Inventory Part I.
As far as practicable, hazardous materials defined in App 2,
Tab 4 should be listed in the Inventory Part I.

If materials listed are present in products above the thresh-
old values provided in App 2, Tab 3 or App 2, Tab 4, the
quantity and location of the products and the contents of
the materials present in them should be listed in the Inven-
tory Part I.

Any spare parts containing materials listed in App 2, Tab 3
or App 2, Tab 4 are not to be listed in the Inventory Part I.

3 Requirement for initial development
of the Inventory Part I

3.1

3.1.1 Development Process
In order to achieve comparable results for existing ships
with respect to the Inventory Part I, the following procedure
should be followed by the owner (refer also to flowchart
process in Fig 1):

a) collection of necessary information (STEP 1)
b) assessment of collected information (STEP 2)
c) preparation of visual/sampling check plan (STEP 3)
d) onboard visual check and sampling check (STEP 4)
e) preparation of the Inventory Part I and related documen-
tation (STEP 5).

In order to clarify the results of each Step, checklist is to be
prepared in accordance with the IMO guidelines
(MEPC.269(68)) App 5 and is to be annexed to the Inven-
tory Part I.

3.1.2 Collection of necessary information (STEP 1)
In order to achieve comparability with the IMO guidelines
(MEPC.269(68)). The Owner should make every possible
effort to obtain all reasonably available documentation
regarding the ship.

It is impossible to check all equipment, systems, and / or
areas on board the ship to determine the presence or
absence of hazardous materials. The total number of parts
on board may exceed several thousand. In order to take a
practical approach, an indicative list is to be prepared that
identifies the equipment, system, and / or area on board that
is presumed to contain hazardous materials. Field inter-
views with the shipyard and suppliers may be necessary to
prepare such lists.
3.1.3 Assessment of collected information (STEP 2)
The information collected is to be assessed to cover all Hazardous Materials referred to in App 2, as appropriate.
Preparation of a checklist is an efficient method for developing the Inventory Part I for existing ships in order to clarify the results of each step.
When a component or coating is determined to contain Hazardous Materials, a “Y” should be entered in the column for “Result of document analysis” in the checklist, to denote “Contained”. Likewise, when an item is determined not to contain Hazardous Materials, the entry “N” should be made in the column to denote “Not contained”. When a determination cannot be made as to the hazardous materials content, the column should be completed with the entry “Unknown”.
The result of the assessment is to be reflected in the visual / sampling check plan.

Figure 1: Flowchart process IMO guidelines (MEPC.269(68))
3.1.4 Preparation of a Visual/Sampling Check Plan (STEP 3)

The Visual/Sampling Check Plan for targeted sampling and Visual Check aims at identifying and locating the ship's structural area and equipment on board the vessels containing, or assumed to contain, materials listed in App 2, as appropriate.

The Visual/Sampling Check Plan is to be composed of three lists:

- **List of equipment, system and/or area for Visual Check:**
  - The list of equipment, system and/or area for Visual Check is to include any equipment, system and/or area for which a document analysis provides clear information on the presence and approximate quantity of materials listed in App 2, as appropriate.

- **List of equipment, system and/or area for Sampling Check:**
  - The list of equipment, system and/or area for Sampling Check is to include any equipment, system and/or area for which the documentary analysis does not provide clear information on the presence of materials listed in App 2, as appropriate, and for which access can be arranged for sampling check.

- **List of equipment, system and/or area classed as “Potentially containing hazardous materials”:**
  - The list of equipment, system and/or area classed as “Potentially containing hazardous materials” is to include any equipment, system and/or area for which a document analysis does not provide clear information on the presence of materials listed in App 2, as appropriate, and for which no access can be arranged for sampling check.

Clear indication of the location of equipment, system and/or area is to be indicated for each list.

3.1.5 On board visual/sampling check (STEP 4)

The personnel performing targeted sampling and visual check, the "IHM Expert", is to be properly qualified.

Any uncertainty regarding the presence of Hazardous Materials is to be clarified by a visual/sampling check. Checkpoints are to be documented in the ship's plan and may be supported by photographs.

If the equipment, system and/or area of the ship are not accessible for a visual check or sampling check, they should be classified as “potentially containing hazardous material”. The prerequisite for such classification is to be the same prerequisite as in [3.1.4]. Any equipment, system and/or area classed as “potentially containing Hazardous Material” may be investigated or subjected to a sampling check at the request of the Owner during a later survey (e.g. during repair, refit or conversion).

The Owner may also establish a policy for performing random sampling of materials on board existing ships after the initial preparation of the Inventory Part I (e.g. when purchasing a ship or after a repair or conversion of the ship). In this context, the same process as for carrying out random sampling on a new ship may be applied as far as practicable.

3.1.6 Preparation of the Inventory Part I (STEP 5)

The Inventory Part I format is to follow the requirements detailed in App 3.

The Inventory Part I is to be prepared by the Owner from:

- **the Visual/Sampling Check Plan**
- **the Visual and Sampling check results**.

Every sampling check points are to be clearly marked on the ship plan and sample results referenced. Materials likely to be of the same kind can be grouped and composite samples taken.

The Inventory Part I is to list:

- **all equipment, machinery, structural element or coatings for which a document analysis has indicated that they contain Hazardous Materials listed in App 2, Tab 1 or App 2, Tab 3 as appropriate**
- **all equipment, machinery, structural element or coatings for which a sampling analysis has indicated that they contain Hazardous Materials listed in App 2, Tab 1 or App 2, Tab 3 as appropriate**
- **all equipment, machinery, structural element or coatings for which no document analysis and no sampling analysis could be carried out**

For each equipment, machinery, structural element or coatings listed in the Inventory Part I, the following information is to be indicated:

- **the location of the equipment, machinery, structural element or coatings on board the vessel**
- **the approximate quantity of Hazardous Materials estimated from the document analysis or sampling analysis**
- **the approximate quantity or volume of the equipment, machinery, structural element or coatings and the indication 'PCHM' (Potentially Containing Hazardous Materials) in the column 'Remarks' of the Inventory Part I**

The equipment, machinery, structural element or coatings which do not contain (below the applicable threshold) Hazardous Material are not to be listed in the Inventory Part I.

4 Survey on board by the Society

4.1

4.1.1 The Visual/Sampling Check Plan is submitted by the Owner to the Society along with all supporting documentation and the results of the sampling check.

A survey is carried out on board by the Society's Surveyor to check at random:

- **the location of the listed equipment, systems and/or areas**
- **that no access can be arranged for sampling of equipment, system and/or area listed into the list of equipment, system and/or area classed as “Potentially containing hazardous material”, for those items where no such access is provided.**
5 Acknowledgment of the Inventory Part I

5.1

5.1.1 The Society is to acknowledge the Inventory Part I based on:
- a sampling verification that information recorded in the Inventory Part I by the Owner is supported by documentary evidence or sampling analysis results
- the Survey carried out on board.

6 Acknowledgment of the implementation of a procedure on board the ship for maintaining the Inventory Part I

6.1

6.1.1 The Owner is responsible for the maintenance of the Inventory Part I during the lifetime of the ship. The Inventory Part I should belong to the ship and the continuity and conformity of the information it contains should be confirmed. The Society is to acknowledge evidence of implementation of a procedure on board the ship and a designated person for maintaining the Inventory Part I.
SECTION 4  MAINTENANCE AND RENEWAL OF THE GREEN PASSPORT AND GREEN PASSPORT EU NOTATIONS

1  General

1.1  Prohibited or restricted materials

1.1.1 The Owner is responsible to ensure that new installations fitted on board such as equipment, machinery, coating or structural component do not contain prohibited or restricted materials listed in:

- App 1, Tab 1 for notation GREEN PASSPORT
- App 1, Tab 2 for notation GREEN PASSPORT EU.

1.2  Maintenance and update of the Inventory Part I during operation

1.2.1 The Inventory Part I is to be properly maintained and updated by the Owner throughout the operational life of the ship. Any relevant changes in ship structure and equipment are to be recorded and the Owner is to inform the Society accordingly. The Owner is to request and collect a Supplier's Declaration of Conformity with the related Material. Owners should establish the necessary procedures on board the ship and within their company to manage their long-term environmental responsibilities.

1.2.2 Declarations from the supply chain for any new installation fitted on board

New installations fitted on board such as equipment, machinery, coating or structural component containing hazardous materials listed in:

- App 2, Tab 1 or App 2, Tab 4 for the notation GREEN PASSPORT
- App 2, Tab 3 or App 2, Tab 4 for the notation GREEN PASSPORT EU

are to be listed in the Inventory Part I.

1.3  Maintenance of the notation GREEN PASSPORT and GREEN PASSPORT EU

1.3.1 The Society is to carry out an additional survey, upon Owner's request, when new installations are fitted on board or relevant changes in ship structure and equipment are carried out.

The Society is to acknowledge the Inventory based on:

- a verification that the Inventory has been up-dated by the Owner and that information recorded for new listed equipment, systems and/or areas is supported by a Supplier's Declaration of Conformity and related Material Declarations
- a survey on board aiming at verifying the location of the new listed equipment, systems and/or areas.

1.4  Renewal of the notation GREEN PASSPORT and GREEN PASSPORT EU

1.4.1 The Society is to carry out a renewal survey every 5 years.

The Society is to acknowledge the Inventory based on:

- a sampling verification that the Inventory has been properly maintained and up-dated by the Owner and that information recorded for new listed equipment, systems and/or areas is supported by a Supplier's Declaration of Conformity and related Material Declarations
- a survey on board aiming at verifying the location of the new listed equipment, systems and/or areas
- a survey should further verify that any decision by the Owner to delete equipment, system and/or area previously classed as "PCHM" from the Inventory Part I is based on clear grounds for believing that the equipment, system and/or area in question contain no HMs.
APPENDIX 1 MATERIALS PROHIBITED OR RESTRICTED ON NEW SHIPS OR NEW INSTALLATIONS

1 List of materials prohibited or restricted

1.1

1.1.1 The lists of materials prohibited or restricted on new ships and/or new installations are defined in:
- Tab 1 for the assignment of notation GREEN PASSPORT
- Tab 2 for the assignment of notation GREEN PASSPORT EU.

<table>
<thead>
<tr>
<th>Hazardous Material</th>
<th>Definitions</th>
<th>Control measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asbestos</td>
<td>Materials containing asbestos</td>
<td>For all ships, new installation of materials which contain asbestos are to be prohibited</td>
</tr>
</tbody>
</table>
| Ozone-depleting substances | • Controlled substances defined in Article 1(4) of the Montreal Protocol on Substances that Deplete the Ozone Layer, 1987, listed in Annexes A,B,C or E to that Protocol in force at the time of application or interpretation of this Appendix.  
  • Ozone-depleting substances that may be found on board ships include, but are not limited to:  
    - Halon 1211 Bromochlorodifluoromethane  
    - Halon 1301 Bromotrifluoromethane  
    - Halon 2402 1,2-Dibromo-1,1,2,2-tetrafluoroethane (also known as Halon 114B2)  
    - CFC-11 Trichlorofluoromethane  
    - CFC-12 Dichlorodifluoromethane  
    - CFC-113 1,1,2-Trichloro-1,2,2-trifluoroethane  
    - CFC-114 1,2-Dichloro-1,1,2,2-tetrafluoroethane  
    - CFC-115 Chloropentafluoroethane | New installations which contain ozone-depleting substances are to be prohibited on all ships, except that new installations containing hydrochlorofluorocarbons (HCFCs) are permitted until 1st January 2020 |
| Polychlorinated biphenyls (PCB) | Polychlorinated biphenyls means aromatic compounds formed in such a manner that the hydrogen atoms on the biphenyl molecule (two benzene rings bonded together by a single carbon-carbon bond) may be replaced by up to ten chlorine atoms | For all ships, new installation of materials which contain Polychlorinated biphenyls are to be prohibited |
| Anti-fouling compounds and systems | Anti-fouling compounds and systems regulated under Annex I to the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention) in force at the time of application or interpretation of this Annex | a) No ship may apply anti-fouling systems containing organotin compounds as a biocide or any other anti-fouling system whose application or use is prohibited by the AFS Convention  
  b) No new ships or new installations on ships are to apply or employ anti-fouling compounds or systems in a manner inconsistent with the AFS Convention |
Table 2: List of materials prohibited or restricted new ships and/or new installations (Notation GREEN PASSPORT EU)

<table>
<thead>
<tr>
<th>Hazardous Material</th>
<th>Definitions</th>
<th>Control measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asbestos</td>
<td>Materials containing asbestos</td>
<td>For all ships, new installation of materials which contain asbestos are to be prohibited.</td>
</tr>
</tbody>
</table>
| Ozone-depleting substances                   | • Controlled substances defined in Article 1(4) of the Montreal Protocol on Substances that Deplete the Ozone Layer, 1987, listed in Annexes A, B, C or E to that Protocol in force at the time of application or interpretation of this Appendix.  
• Ozone-depleting substances that may be found on board ships include, but are not limited to:  
  - Halon 1211 Bromochlorodifluoromethane  
  - Halon 1301 Bromotrifluoromethane  
  - Halon 2402 1,2-Dibromo-1,1,2,2-tetrafluoroethane (also known as Halon 114B2)  
  - CFC-11 Trichlorofluoromethane  
  - CFC-12 Dichlorodifluoromethane  
  - CFC-113 1,1,2-Trichloro-1,2,2-trifluoroethane  
  - CFC-114 1,2-Dichloro-1,1,2,2-tetrafluoroethane  
  - CFC-115 Chloropentafluoroethane  
  - HCFC-22 Chlorodifluoromethane | New installations which contain ozone-depleting substances are to be prohibited on all ships |
| Polychlorinated biphenyls (PCB)              | 'Polychlorinated biphenyls’ means aromatic compounds formed in such a manner that the hydrogen atoms on the biphenyl molecule (two benzene rings bonded together by a single carbon-carbon bond) may be replaced by up to ten chlorine atoms | For all ships, new installation of materials which contain Polychlorinated biphenyls are to be prohibited. |
| Anti-fouling compounds and systems           | Anti-fouling compounds and systems regulated under Annex I to the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention) in force at the time of application or interpretation of this Annex | a) No ship may apply anti-fouling systems containing organotin compounds as a biocide or any other anti-fouling system whose application or use is prohibited by the AFS Convention  
b) No new ships or new installations on ships are to apply or employ anti-fouling compounds or systems in a manner inconsistent with the AFS Convention |
| Perfluorooctane sulfonic acid (PFOS)         | Perfluorooctane sulfonic acid’ (PFOS) means Perfluorooctane sulfonic acid and its derivatives | New installations which contain perfluorooctane sulfonic acid (PFOS) and its derivatives are to be prohibited in accordance with Regulation (EC) No 850/2004 of the European Parliament and of the Council |
APPENDIX 2  LIST OF HAZARDOUS MATERIALS TO BE LISTED IN THE INVENTORY PART I

1  General

1.1  List of hazardous materials to be listed for all ships

1.1.1  The list of hazardous materials to be listed in the Inventory Part I for all ships is defined in:
- Tab 1 for the assignment of notation GREEN PASSPORT EU
- Tab 3 for the assignment of notation GREEN PASSPORT EU.

1.2  List of hazardous materials to be listed for new ships and/or new installations

1.2.1  In addition to the list defined in [1.1.1], a list of hazardous materials to be listed in the Inventory Part I for new ships and/or new installations is defined in:
- Tab 2 for the assignment of notation GREEN PASSPORT EU
- Tab 4 for the assignment of notation GREEN PASSPORT EU.

Table 1 : All ships - Hazardous materials to be listed in the Inventory Part I (Notation GREEN PASSPORT)

<table>
<thead>
<tr>
<th>Hazardous Material</th>
<th>Threshold value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asbestos (1)</td>
<td>0,1%</td>
</tr>
<tr>
<td>Polychlorinated biphenyls (PCB)</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Ozone-depleting substances (2)</td>
<td></td>
</tr>
<tr>
<td>Asbestos (1)</td>
<td>0,1%</td>
</tr>
<tr>
<td>CFCs</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Halons</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Other fully halogenated CFCs</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Carbon Tetrachloride</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>1,1,1-Trichloroethane (Methyl chloroform)</td>
<td>no threshold value</td>
</tr>
<tr>
<td>Hydrochlorofluorocarbons</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Hydrobromofluorocarbons</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Methyl bromide</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Bromochloromethane</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Anti-fouling systems containing organotin compounds as a biocide</td>
<td>2,500 mg total tin/kg</td>
</tr>
</tbody>
</table>

(1)  The IMO guidelines (Resolution MEPC.269(68)) provide the following in a footnote: “In accordance with regulation 4 of the Convention, for all ships, new installation of materials which contain asbestos shall be prohibited. According to the UN recommendation “Globally Harmonized System of Classification and Labelling of Chemicals (GHS)” adopted by the United Nations Economic and Social Council’s Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals (UNSCEGHS), the UN’s Sub-Committee of Experts, in 2002 (published in 2003), 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 not later than five years after the entry into force of the Convention. The threshold value of 0,1% need not be retroactively applied to those Inventories and Material Declarations”.

(2)  New installations containing hydrochlorofluorocarbons (HCFCs) are permitted until 1st January 2020.

Table 2 : New ships and/or new installations - additional list of hazardous materials to be listed in the Inventory Part I (Notation GREEN PASSPORT)

<table>
<thead>
<tr>
<th>Hazardous Material</th>
<th>Threshold value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cadmium and cadmium compounds</td>
<td>100 mg/kg</td>
</tr>
<tr>
<td>Hexavalent chromium and hexavalent chromium compounds</td>
<td>1,000 mg/kg</td>
</tr>
<tr>
<td>Mercury and mercury compounds</td>
<td>1,000 mg/kg</td>
</tr>
<tr>
<td>Polybrominated biphenyls (PBBs)</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Polybrominated diphenyl ethers (PBDEs)</td>
<td>1,000 mg/kg</td>
</tr>
<tr>
<td>Polychlorinated naphthalenes (more than 3 chlorine atoms)</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Radioactive substances</td>
<td>no threshold value</td>
</tr>
<tr>
<td>Certain shortchain chlorinated paraffins (Alkanes, C10-C13, chloro)</td>
<td>1%</td>
</tr>
</tbody>
</table>
Table 3: All ships - Hazardous materials to be listed in the Inventory Part I (Notation GREEN PASSPORT EU)

<table>
<thead>
<tr>
<th>Hazardous Material</th>
<th>Threshold value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asbestos (1)</td>
<td>0,1%</td>
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<tr>
<td>Polychlorinated biphenyls (PCB)</td>
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<td></td>
<td>Methyl bromide</td>
</tr>
<tr>
<td></td>
<td>Bromochloromethane</td>
</tr>
<tr>
<td>Anti-fouling systems containing organotin compounds as a biocide</td>
<td>2,500 mg total tin/kg</td>
</tr>
<tr>
<td>Perfluorooctane sulfonic acid (PFOS) and its derivatives</td>
<td>• Concentrations of PFOS above 10 mg/kg (0.001% by weight) when it occurs in substances or in preparations, or</td>
</tr>
<tr>
<td></td>
<td>• Concentrations of PFOS in semi-finished products or articles, or parts thereof equal to or above than 0.1% by weight calculated with reference to the mass of structurally or microstructurally distinct parts that contain PFOS, or</td>
</tr>
<tr>
<td></td>
<td>• For textiles or other coated materials, if the amount of PFOS is equal to or above than 1 μg/m² of the coated material</td>
</tr>
</tbody>
</table>

(1) The IMO guidelines (Resolution MEPC.269(68)) provide the following in a footnote: “In accordance with regulation 4 of the Convention, for all ships, new installation of materials which contain asbestos shall be prohibited. According to the UN recommendation “Globally Harmonized System of Classification and Labelling of Chemicals (GHS)” adopted by the United Nations Economic and Social Council’s Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals (UNSCEGHS), the UN’s Sub-Committee of Experts, in 2002 (published in 2003), 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 not later than five years after the entry into force of the Convention. The threshold value of 0,1% need not be retroactively applied to those Inventories and Material Declarations”.

Table 4: New ships and/or new installations - additional list of hazardous materials to be listed in the Inventory Part I (Notation GREEN PASSPORT / GREEN PASSPORT EU as appropriate)

<table>
<thead>
<tr>
<th>Hazardous Material</th>
<th>Threshold value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cadmium and cadmium compounds</td>
<td>100 mg/kg</td>
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<td>Hexavalent chromium and hexavalent chromium compounds</td>
<td>1,000 mg/kg</td>
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<tr>
<td>Lead and lead compounds</td>
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<tr>
<td>Mercury and mercury compounds</td>
<td>1,000 mg/kg</td>
</tr>
<tr>
<td>Polybrominated biphenyl (PBBs)</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Polybrominated diphenyl ethers (PBDEs)</td>
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<td>Polychlorinated naphthalenes (more than 3 chlorine atoms)</td>
<td>50 mg/kg</td>
</tr>
<tr>
<td>Radioactive substances</td>
<td>no threshold value</td>
</tr>
<tr>
<td>Certain shortchain chlorinated paraffins (Alkanes, C10-C13, chloro)</td>
<td>1%</td>
</tr>
<tr>
<td>Brominated Flame Retardant (HBCDD)</td>
<td>100 mg/Kg (0.01%)</td>
</tr>
</tbody>
</table>
APPENDIX 3  STANDARD FORMAT OF THE INVENTORY PART I

1  Reportings

1.1  Reporting of the location of the equipment, system and / or area

1.1.1  The location of the equipment, system and / or area is to be described and identified using the name of the location as named in the plan such as General Arrangement, Fire and Safety Plan, Machinery. Arrangement, Joiner Plan and Tank Arrangement (e.g.: second floor of Engine-room, Bridge DK, APT, No.1 Cargo Tank).

1.2  Reporting of the approximate quantity

1.2.1  The approximate quantity of hazardous materials is to be unified into “kg”. The approximate quantity is to be described with two significant figures.

The approximate quantity can not be described with more than 2 decimals.

If the hazardous material is less than “10 g”, description of the quantity will be “<0,01 kg”.

For example:

- 348 kg is rounded to 350 kg
- 12,3 kg is rounded to 12 kg
- 1,23 kg is rounded to 1,2 kg.

1.3  Standard formats of the Inventory Part I

1.3.1  The standard format of the Inventory Part I is shown in:

- Tab 1 for the notation GREEN PASSPORT.
- Tab 2 for the notation GREEN PASSPORT EU.
### INVENTORY OF HAZARDOUS MATERIALS FOR XXXXX

| Particulars of the XXXXX |  |
|--------------------------|  |
| Distinctive number or letters |  |
| Port of registry |  |
| Type of vessel |  |
| Gross Tonnage |  |
| IMO number |  |
| Name of shipbuilder |  |
| Name of shipowner |  |
| Date of delivery |  |

This inventory was developed in accordance with the IMO guidelines for the development of the Inventory of Hazardous Materials.

**Attachments:**

a) inventory of Hazardous Materials
b) assessment of collected information
c) location diagram of Hazardous Materials

Prepared by XYZ (Name & address) (dd/mm/20XX)

---

### Part I

**Hazardous materials contained in the ship's structure and equipment**

#### I-1 - Paints and coating systems containing materials listed in table A [and table B] of appendix 1 of 2015 Guidelines for the development of the Inventory of Hazardous Materials (resolution MEPC.269(68))

<table>
<thead>
<tr>
<th>No</th>
<th>Application of paint</th>
<th>Name of paint</th>
<th>Location</th>
<th>Materials (classification in appendix 1 IMO res.MEPC.269(68))</th>
<th>Approximate quantity</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### I-2 Equipment and machinery containing materials listed in Table A [and Table B] of appendix 1 of 2015 Guidelines for the development of the Inventory of Hazardous Materials (resolution MEPC.269(68))

<table>
<thead>
<tr>
<th>No</th>
<th>Name of equipment and machinery</th>
<th>Location*</th>
<th>Materials (classification in appendix 1 IMO res.MEPC.269(68))</th>
<th>Parts where used</th>
<th>Approximate quantity</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### I-3 Structure and hull containing materials listed in Table A [and Table B] of appendix 1 of 2015 Guidelines for the development of the Inventory of Hazardous Materials (resolution MEPC.269(68))

<table>
<thead>
<tr>
<th>No</th>
<th>Name of structural element</th>
<th>Location*</th>
<th>Materials (classification in appendix 1 IMO res.MEPC.269(68))</th>
<th>Parts where used</th>
<th>Approximate quantity</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Each item should be entered in order based on its location, from a lower level to an upper level and from a fore part to an aft part.
### Table 2: Standard format of the Inventory Part I for notation GREEN PASSPORT EU

**INVENTORY OF HAZARDOUS MATERIALS FOR XXXXX**

<table>
<thead>
<tr>
<th>Particulars of the XXXXX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Distinctive number or letters</td>
<td></td>
</tr>
<tr>
<td>Port of registry</td>
<td></td>
</tr>
<tr>
<td>Type of vessel</td>
<td></td>
</tr>
<tr>
<td>Gross Tonnage</td>
<td></td>
</tr>
<tr>
<td>IMO number</td>
<td></td>
</tr>
<tr>
<td>Name of shipbuilder</td>
<td></td>
</tr>
<tr>
<td>Name of shipowner</td>
<td></td>
</tr>
<tr>
<td>Date of delivery</td>
<td></td>
</tr>
</tbody>
</table>

This inventory was developed in accordance with the IMO guidelines for the development of the Inventory of Hazardous Materials and the Inventory follows the requirements set out in the Hong Kong Convention and in the EU Ship Recycling Regulation (EU) 1257/2013. Attachments:

- a) inventory of Hazardous Materials
- b) assessment of collected information
- c) location diagram of Hazardous Materials

Prepared by XYZ (Name & address) (dd/mm/20XX)

### Part I

**Hazardous materials contained in the ship's structure and equipment**


<table>
<thead>
<tr>
<th>No</th>
<th>Application of paint</th>
<th>Name of paint</th>
<th>Location</th>
<th>Materials (classification in appendix 1 IMO res.MEPC.269(68)) and in annex I / annex II of the EU SRR)*</th>
<th>Approximate quantity</th>
<th>Remarks</th>
</tr>
</thead>
</table>

**I-2 Equipment and machinery containing materials listed in Table A [and Table B] of appendix 1 of 2015 Guidelines for the development of the Inventory of Hazardous Materials (resolution MEPC.269 (68)) and listed in Annex B of EMSA's Best Practice Guidance on the Inventory of Hazardous Materials**

<table>
<thead>
<tr>
<th>No</th>
<th>Name of equipment and machinery</th>
<th>Location*</th>
<th>Materials (classification in appendix 1 IMO res.MEPC.269(68)) and in annex I / annex II of the EU SRR)*</th>
<th>Parts where used</th>
<th>Approximate quantity</th>
<th>Remarks</th>
</tr>
</thead>
</table>

**I-3 Structure and hull containing materials listed in Table A [and Table B] of appendix 1 of 2015 Guidelines for the development of the Inventory of Hazardous Materials (resolution MEPC.269 (68)) and listed in Annex B of EMSA's Best Practice Guidance on the Inventory of Hazardous Materials**

<table>
<thead>
<tr>
<th>No</th>
<th>Name of structural element</th>
<th>Location*</th>
<th>Materials (classification in appendix 1 IMO res.MEPC.269(68)) and in annex I / annex II of the EU SRR)*</th>
<th>Parts where used</th>
<th>Approximate quantity</th>
<th>Remarks</th>
</tr>
</thead>
</table>

* Each item should be entered in order based on its location, from a lower level to an upper level and from a fore part to an aft part
APPENDIX 4  Supplier’s Declaration of Conformity

1 Form of Supplier’s Declaration of Conformity (SDoC)

1.1

1.1.1 An example of form of Supplier’s Declaration of Conformity is shown in Tab 1.

<table>
<thead>
<tr>
<th>Identification number</th>
</tr>
</thead>
<tbody>
<tr>
<td>..........................</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Issuer’s name</th>
</tr>
</thead>
<tbody>
<tr>
<td>..........................</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Issuer’s Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>..........................</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Object(s) of the declaration</th>
</tr>
</thead>
<tbody>
<tr>
<td>..........................</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>The object(s) of the declaration described above is in conformity with the following documents:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Document No.</td>
</tr>
<tr>
<td>--------------</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

Signed for an on behalf of

<table>
<thead>
<tr>
<th>(name, function)</th>
<th>(signature)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(place and date of issue)
APPENDIX 5  MATERIAL DECLARATION

1  Form of material declaration

1.1

1.1.1 An example of Form of material declaration is shown in Tab 1.
<table>
<thead>
<tr>
<th>Table</th>
<th>Material name</th>
<th>Threshold value</th>
<th>Present above threshold value</th>
<th>If yes, material mass</th>
<th>If yes, information on where it is used</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table A (materials listed in appendix 1 of the Convention)</td>
<td>Asbestos</td>
<td>Asbestos</td>
<td>0,1% (1)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Polychlorinated biphenyls (PCBs)</td>
<td>Polychlorinated biphenyls (PCBs)</td>
<td>50 mg/kg</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ozone depleting substance</td>
<td>Chlorofluorocarbons (CFCs)</td>
<td>no threshold value</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Halons</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other fully halogenated CFC’s</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Carbon tetrachloride</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1,1,1-Trichloroethane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hydrochlorofluorocarbons</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hydrobromofluorocarbons</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Methyl bromide</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bromochloromethane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Anti-fouling systems containing organotincompounds as a biocide</td>
<td></td>
<td>2,500 mg total tin/kg</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This materials information shows the amount of hazardous materials contained in 1 (unit: piece, kg, m, m², m³, etc.) of the product.
In accordance with regulation 4 of the Convention, for all ships, new installation of materials which contain asbestos shall be prohibited. According to the UN recommendation “Globally Harmonized System of Classification and labelling of Chemicals (GHS)” adopted by the United Nations Economic and Social Council’s Sub-Committee of Experts on the Globally Harmonized System of Classification and labelling of Chemicals (UNSCGHS), the UN’s Sub-Committee of Experts, in 2002 (published in 2003), 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 not later than five years after the entry into force of the Convention. The threshold value of 0.1% need not be retroactively applied to those Inventories and Material Declarations.
# APPENDIX 6

## SUPPLEMENT TO THE MATERIAL DECLARATION FOR GREEN PASSPORT EU

### 1 Form of the supplement

#### 1.1

1.1.1 An example of Form for the Supplement to the material declaration for **GREEN PASSPORT EU** is shown in Tab 1.

<table>
<thead>
<tr>
<th>Material name</th>
<th>Threshold value</th>
<th>Present above threshold value</th>
<th>If yes, material mass</th>
<th>If yes, information on where it is used</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Annex of EU SRR</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annex I (materials listed in annex I of the EU SRR)</td>
<td>Perfluorooctane sulfonic acid (PFOS) and its derivatives</td>
<td>10 mg/kg (0,001% by weight) (1)</td>
<td>Yes</td>
<td>Mass</td>
</tr>
<tr>
<td>Annex II (materials listed in annex II of the EU SRR)</td>
<td>Brominated Flame Retardant (HBSDD)</td>
<td>100 mg/kg (0,01% by weight) (1)</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

(1) Concentrations of PFOS above 10 mg/kg (0,001% by weight) when it occurs in substances or in preparations or concentrations of PFOS in semi-finished products or articles, or parts thereof equal to or above than 0,1% by weight calculated with reference to the mass of structurally or micro-structurally distinct parts that contain PFOS or for textiles or other coated materials, if the amount of PFOS is equal to or above than 1 μg/m² of the coated material.