

PROFESSIONALS FOR HIGH QUALITY IHMs



Henning Gramann
Chairman & Treasurer

Mobile +49 (0)172 4286861

Auf dem Brink 1
21394 Suedergellersen, Germany

henninggramann@ihm-association.org
www.ihm-association.org

Marc van de Poel
Secretary General

Mobile +31 (0)6 26530514

De Overmaat 54
6831 AJ Arnhem, The Netherlands

marcvandepoel@ihm-association.org
www.ihm-association.org



<http://www.ihm-association.org> » info@ihm-association.org

I H M A
International HazMat Association

PROFESSIONALS UNITE FOR HIGH QUALITY HAZMAT SURVEYS

As environmentally unsound and unsafe practices for ship dismantling remain a matter of concern, the European Union (EU) introduced the EU Ship Recycling Regulation (1257/2013). The new regulation will have major consequences for ship owners, ship recycling facilities, experts on hazardous materials and other maritime stakeholders. Soon, almost the entire world fleet is obliged to be investigated on hazardous materials and results are to be used by recyclers for planning safe and environmentally sound recycling operations when time will have come. While it is time for ship owners to start thinking about their planning, it is time for HazMat professionals to start considering an unambiguous approach towards the execution of IHMs. This has been enough reason for a group of internationally recognized HazMat professionals to unite in a brand new organization called IHMA (International HazMat Association).

International HazMat Association

IHMA, an internationally recognized global network of IHM experts, strives for uniform high quality HazMat surveys. As it is setting uniform standards for IHMs, the organization will be of major importance for both ship owners and HazMat professionals. The establishment of the organization is a logical response to changing demands related to IHMs as a result of the new EU regulation.

The EU Ship Recycling Regulation

The objective of the EU regulation is to reduce the negative impacts (health, safety, environment) that can be linked to the recycling of ships, especially EU-flagged, without creating unnecessary economic burdens for the industry. The regulation differentiates from the Hong Kong Convention in the sense that extra hazardous materials are listed. Besides from asbestos, PCBs, ozone depleting substances and organotin compounds, ships need to be investigated on Per-FluoroOctane Sulfonic Acid (PFOS). For new ships the EU regulation mentions another substance, namely Brominated Flame Retardant (HBCCD).

An IHM is required for EU flagged ships above 500 GT and those of other flags visiting EU ports. As such the regulation is very similar to the provisions of the Hong Kong Convention and can be seen as an implementation of the convention. All new ships need to be investigated on hazardous materials immediately after the regulation has entered into force. For existing ships the requirement is slightly different: they are obliged to have an IHM till the end of 2020, or when an EU-flagged ship is sent for recycling prior to that deadline. The impact of the EU regulation should not be underestimated: a major operation that affects the majority of the global fleet is the consequence of it. Ship owners should thus realize that most likely their ships need to be investigated too.

It's time to change

Let's be clear: it is not realistic that the current number of qualified IHM professionals can respond to the increased demand for IHMs properly. Therefore, new professionals need to be trained on hazardous materials. But this alone is not sufficient, at least not cost-efficient. A shift in focus is needed as well. Not the number of IHM

professionals, but the quality of the services should be the main point of concern. Ideally new methods are being thought out, so that IHMs and related inspections are prepared and conducted in the most efficient and cost effective way.

Yes, ship owners should start thinking about HazMat surveys already now. But one has to realize that HazMat professionals work in a very specialized field. How can a ship owner make a sensible decision about the executing party of the survey? Standardized methods for the preparation of IHMs would be an important tool to have insight in the quality of IHMs. Not only will it provide guidance to IHM professionals, it can also function as a handgrip for monitoring and accreditation institutions, which in the end will serve ship owners with useful information for executing parties.

A global network of IHM experts

IHMA responds to the changing demands for IHMs. The organization has put its focus on the quality norms of IHMs, so that gaps between existing standards for IHM preparations by IMO will be dealt with and closed. By formulating the most advanced quality standards, ship owners and recycling facilities will be served with high quality, trustworthy, and affordable IHMs. The organization will also monitor whether IHMs meet the desired quality in practice. Having its focus on the roots of good quality IHMs, IHMA is pioneer when it comes to meeting the interests of ship owners in the most sustainable way.

IHMA links ship owners with experienced and good qualified HazMat professionals. By setting

good quality standards and controlling their members, IHMA provides a brand mark for high quality and trustworthy IHMs. This will effectively prevent ship owners from claims or other negative surprises, for example during PSC checks. The quality standards are also for the benefit of HazMat professionals, as their membership and compliance with IHMA standards enables them to distinguish in the market by following most advanced quality standards. As IHMA will follow developments in international legislation narrowly, it will also aim for becoming a technical advisor to relevant authorities.

