

SHIPBREAKING & THE CIRCULAR ECONOMY

THE CALL FOR A EUROPEAN INCENTIVE



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Call for Sustainable Practices

2267 7701 8734 222 2226 2222



OTHER TOXICS



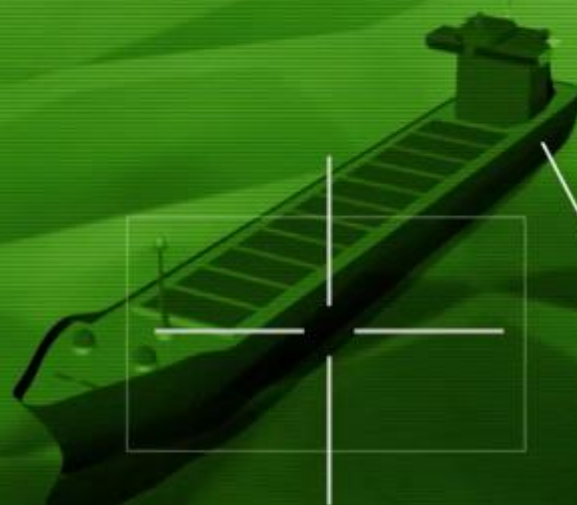
OIL RESIDUES



HEAVY METALS



ASBESTOS



BRAND X

MISSION EARTHSHIP

SUBJECT: SS SHIPBREAKER II
DIR: ALANG, GUJARAT, INDIA

COORDINATES : 21.394901,72.179133

Facts & Figures

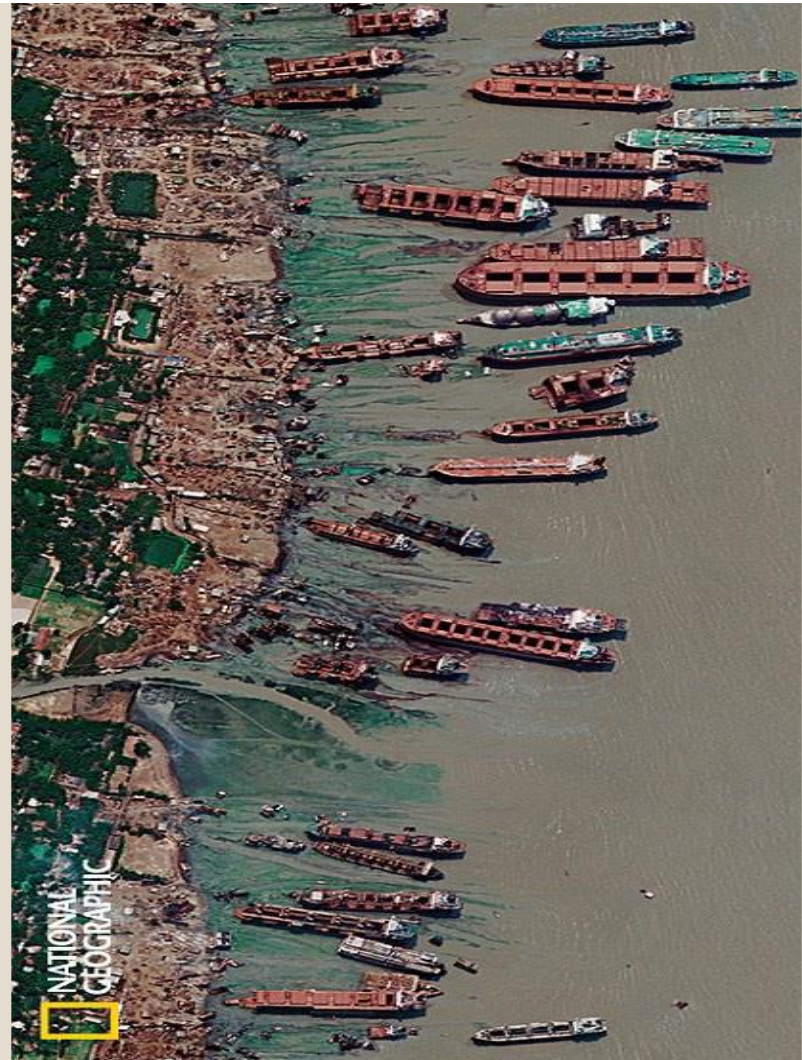


~ 1000

~ 590



70%





Child Labour

**Hazardous
Working
Conditions**

Pollution

**Dumping of
waste**

**Poor
Living
Conditions**

Challenges of beaching

- **High risk of accidents and damage to workers' health**
- **Emissions to sea and ground**
- **Emissions to air**
- **Poor or no proper treatment of hazardous wastes**
- **Poor quality and misleading 3. party surveys**
- **Lack of proper medical and healthcare facilities**
- **Lack of transparency**

Ships are recycled to recover steel - but they also contain hazardous materials such as asbestos, residue oils, PCBs and heavy metals in paints that are potentially harmful.

Sustainable Ship Recycling in the EU

EU Ship Recycling Regulation 1257/2013:

- **Entered into force Dec 2013, applicable latest Dec 2018**
- **Demands safe working conditions, containment of pollutants and proper downstream waste management**
- **Sets an EU List of approved ship recycling facilities**

One step of making ship recycling part of a circular economy

EU List of Approved Yards under threat:

- **Ship owners seek to dilute the standard**
- **Strong lobby to approve of substandard beaching yards**



**SUSTAINABLE
SHIP
RECYCLING:
PART OF
CIRCULAR
ECONOMY**

Sustainable Ship Recycling in the EU

EU Ship Recycling Regulation and EU List:

- **create opportunities for European ship recyclers to grow their business**
- **ship recycling already takes place in various MS**
- **possible combination with ship building and ship repair**
- **possible combination with vehicle recycling**
- **Synergies with oil rig decommissioning**
- **interest by steel producers with growing demand for scrap steel**
- **link to recycling and waste treatment companies**

SHIP RECYCLING IS AN OBVIOUS PART OF A CIRCULAR ECONOMY

Loopholes: cash buyers and flagging out



- **Greece (76 ships)**
- **China (32 ships)**
- **Germany (23 ships)**
- **EU (128 ships)**



- **Panama (91)**
 - **Saint Kitts and Nevis (49)**
 - **Liberia (46)**
 - **Comoros (25)**
-
- **EU-flagged at end of life: 31**



Angelico*ussis*



RICKMERS GROUP



Responsible Ship Owners



MÆRSK



HÖEGH AUTOLINERS



WALLENIUS  LINES
WALLENIUS  MARINE



CSL GROUP



 **Hapag-Lloyd**

The needs

- **Stop beaching and other substandard methods**
- **Strengthen the awareness in the shipping industry of “cradle to grave/cradle” approach**
- **Contribute to equal competitive conditions for the shipping industry globally**
- **Ensure efficient reuse and recycling of materials and equipment**
- **Integrate ship recycling into a circular economy**

A necessary incentive

Article 29 EU SRR: asks the Commission to report on the feasibility of a financial instrument that would facilitate safe and sound ship recycling and, if appropriate, accompany it by a legislative proposal

- **Initial demand of the Parliament**
- **Support signaled by various industry associations**
- **Opinion by the EESC**

**ANYONE IN SUPPORT OF THE CIRCULAR ECONOMY MUST
SUPPORT OUR CALL FOR AN EU SHIP RECYCLING LICENCE**

THANK YOU FOR YOUR ATTENTION

www.shipbreakingplatform.org
www.offthebeach.org



NGO Shipbreaking Platform



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