



# Safer ship recycling for a greener world

*Old ships can have a useful and profitable new life as scrap metal. EU rules aim to change current ship recycling practices to make them greener and safer, protecting both the environment and people.*

## What threats are associated with shipbreaking activities?

- Hazardous materials in ships
- Harm to the coastal environment
- Risks to workers of injury or death as shipbreaking is a dangerous job
- Many shipbreaking facilities operate in poor environmental and safety conditions



Europeans own **35%**<sup>1</sup> of the world fleet – **15 000** ships.

Among these around **9 000** fly an EU Member-State flag.



Only **7%** of EU-flagged ships are dismantled in the EU.

European ships are usually dismantled **outside** the EU, mostly in South Asia.

**93%** dismantled outside.

The **EU Ship Recycling Regulation** is a **European solution** for responsible business, applying from **January 2019**.



All large ships<sup>2</sup> flying an **EU Member-State flag** are covered.



Recycling can only take place in **safe shipbreaking yards** on the **European List**.



Toxic substances are **banned** on board or are **in inventories** to facilitate ship recycling.

<sup>1</sup> In tonnage <sup>2</sup> Large ships = ships > 500 GT

# European List of ship recycling facilities

Ship owners have to dismantle EU-flagged vessels in 26 approved yards



## BELGIUM

Galloo Recycling Ghent N.V.

## DENMARK

Fornæs ApS

Modern American Recycling  
Services Europe (M.A.R.S)

Smedegaarden A/S

## ESTONIA

OÜ BLRT Refonda Baltic

## SPAIN

DDR Vessels XXI, S.L.

## FRANCE

Démonaval Recycling

Gardet & De Bezenac Recycling /  
Groupe Baudalet Environnement  
– GIE MUG

Grand Port Maritime de Bordeaux

Les Recycleurs Bretons

## ITALY

San Giorgio del Porto S.p.A.

## LATVIA

Tosmares kuģubūvētava A/S

## LITHUANIA

UAB APK

UAB Armar

UAB Vakarų refonda

## THE NETHERLANDS

Keppel-Verolme

Scheepssloperij Nederland B.V.

## PORTUGAL

Navalria - Docas, Construções  
e Reparações Navais

## FINLAND

Turun Korjaustelakka Oy  
(Turku Repair Yard Ltd.)

## UNITED KINGDOM

Able UK Ltd.

Dales Marine Services Ltd.

Harland and Wolff Heavy  
Industries Ltd.

Swansea Drydock Ltd.

## TURKEY

LEYAL Gemi Söküm Sanayi  
ve Ticaret Ltd.

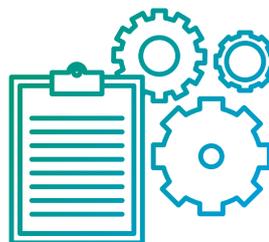
LEYAL-DEMTAŞ Gemi Söküm  
Sanayi ve Ticaret A.Ş.

## UNITED STATES OF AMERICA

International Shipbreaking  
Limited L.L.C

## More in the pipeline

<http://ec.europa.eu/environment/waste/ships/list.htm>



## How the List works

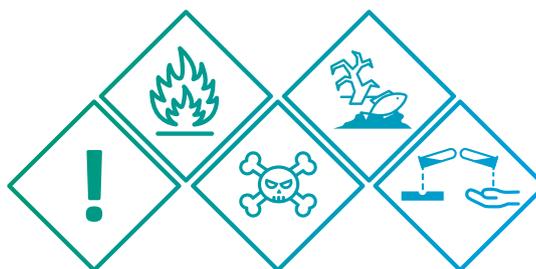
To join the List, shipyards must comply with **strict safety and environmental criteria**.

For **shipyards in the EU**, Member States tell the Commission which facilities in their territory comply.

**Shipyards outside the EU** apply to the Commission to be placed on the European List.

The List is growing. As of January 2019, it contained 26 shipyards while 24 more outside the EU were being assessed.

The European List is a guarantee that a yard is **safe and secure**. Shipyards **can be removed from the List** if they cease to comply.



## Inventory of hazardous materials

Protection under the Regulation starts on board.

Materials such as asbestos or ozone-depleting substances are **restricted or banned**.

For safe recycling, ships are required to carry an **inventory of hazardous materials**:

- Stating **where and how much** are on board
- Verified by the ship's **local administration or port authority**.

### When does this obligation start?



There is enough capacity to meet EU shipping industry needs.

**590 000 LDT<sup>3</sup>** EU-flagged ships sent for dismantling/year

**1 720 000 LDT** available capacity on the European List

**381** EU-flagged ships were dismantled between 2013 and 2017<sup>4</sup>

**3x capacity**  
for current demand

<sup>3</sup> LDT = Light Displacement Tonnes (hull, structure, machinery, equipment & fittings)

<sup>4</sup> European Commission and European Maritime Safety Agency

# The benefits of the EU Regulation on ship recycling



**Greater protection** for the environment and workers.



**Ship recyclers** on the European List gain exclusive access to recycling EU-flagged ships in return for high performance standards.



**Shipowners** get a choice of sustainable ship-recycling facilities for their vessels and a guarantee that their activities do not harm the environment or workers' health.



Valuable materials, such as steel, copper, aluminium and zinc, rejoin the **circular economy**. From steel alone, there are huge potential savings in raw materials, energy and greenhouse gases.

## Five years in the making

The Regulation implements the **2009 Hong Kong International Convention on ship recycling, which is not yet in force**. Governments are still working on ratification. In the meantime, the EU is leading the way.



The Regulation is a **model for ship recycling** around the world. The only instrument of its kind, it has prompted improvements for ships and yards well beyond the EU. Building on the achievements of this Regulation, the EU will continue to pursue an ambitious approach to ship recycling, at home and globally.

[ec.europa.eu/environment/waste/ships](https://ec.europa.eu/environment/waste/ships)



[EU\\_ENV](#)

[#CircularEconomy](#)



[EUEnvironment](#)

[#WasteToResource](#)



Publications Office

Print

ISBN 978-92-79-99009-0

doi:10.2779/607342

KH-02-19-045-EN-C

PDF

ISBN 978-92-79-99010-6

doi:10.2779/868931

KH-02-19-045-EN-N