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Explanatory note on the analysis by the European Maritime Safety Agency of vessels dismantled during the period 2013-2017

As a follow-up to meetings of the Committee on the EU Ship Recycling Regulation, the European Commission has requested assistance from the European Maritime Safety Agency (EMSA) on the calculation of the recycling needs of the EU shipping fleet. EMSA has estimated for the years 2013 to 2017:

- (i) the number of vessels flying the flag of an EU Member State sent annually to recycling facilities;
- (ii) the number of non-EU flagged vessels sent annually to ship recycling facilities;
- (iii) the number of vessels which were flagged to an EU Member State but changed flag to a non-EU Member State one year before getting dismantled.

On this basis of the above figures, it is **estimated that, during the period 2013-2017:**

- **the yearly overall average weight of EU-flagged vessels which were dismantled amounted to 588.000 Light Displacement Tonnes (LDT);**
- **the yearly overall average weight of vessels which were flying the flag of an EU Member State and have changed flag to a non-EU country one year before dismantling amounted to 432.000 LDT.**

The data used by EMSA are drawn from commercial sources (i.e. IHS¹), and are deemed to represent the best available ones, but should be considered as estimates in view of the uncertainties inherent to such information, over which EMSA has no quality/accuracy control.

To get to the overall figures presented above, EMSA used the LDT data of the ships sent for dismantling for the period 2013-2017. For ships without LDT information, an estimation was made, based on a cross-reference for size ranges and ship type categories between ships with and without LDT and consequently all ships were eventually assigned with an LDT.

For reference, the overall historical maximum capacity² of the ship recycling facilities included in the current European List of ship recycling facilities amounts to 330.000

¹ <https://maritime.ihs.com/>

² The term "historical maximum capacity" refers to the maximum annual ship recycling output as referred to in Article 32(1)(a) of the Ship Recycling Regulation. The maximum annual ship recycling output is determined by selecting the highest value occurring in the preceding 10-year period for each ship recycling

LDT, while the theoretical maximum capacity³ of these facilities amounts to 1.165.000 LDT⁴. Moreover, it is expected that these capacities will further increase in the future as and when new facilities are added to the List.

More information on the detailed data and calculated estimates done by EMSA is available in the Annex to this note.

facility, or, in the case of a newly authorised ship recycling facility, the highest annual value achieved at that facility.

³ The term "theoretical maximum capacity" is usually understood as what is recorded as maximum recycling capacity of the yard, as referred to in the relevant permits and communicated by the competent authorities of the Member State concerned to the Commission.

⁴ Calculation made on the basis of the European List of ship recycling facilities, as contained in Commission Implementing Decision (EU) 2016/2323 as last amended by Commission Implementing Decision (EU) 2018/684.