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.

**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% of the world fleet – 15,000 ships. Among these around 10,000 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 (Large ships = ships > 500 GT) 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.

1 In tonnage 2 Large ships = ships > 500 GT

Environment
European List of ship recycling facilities

Ship owners have to dismantle EU-flagged vessels in 41 approved yards

**BELGIUM**
- Galloo Recycling Ghent N.V.

**DENMARK**
- FAYARD A/S
- Fornaes ApS
- Modern American Recycling Services Europe (M.A.R.S)
- Smedegaarden A/S
- Stena Recycling A/S

**ESTONIA**
- OÜ BLRT Refonda Baltic

**LATVIA**
- Galaksis N Ltd.
- Tosmares kuģubūvētava A/S

**LITHUANIA**
- UAB APK
- UAB Armar
- UAB Vakaru refonda
- UAB Demeksa

**THE NETHERLANDS**
- Damen – Verolme
- Sagro Aannemingsmaatschappij Zeeland B.V.
- Scheepssloperij Nederland B.V.

**FRANCE**
- Démonaval Recycling
- Gardet & De Bezenac Recycling /Groupe Baudèlet Environnement – GIE MUG
- Grand Port Maritime de Bordeaux
- Les Recyclers Bretons

**ITALY**
- San Giorgio del Porto S.p.A.

**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.
- EGE CELİK SAN. VE TİC. A.Ş.
- ÖGE GEMİ SÖKÜM İTH. İHR. TİC. SAN.AŞ.
- Sök Denizcilik Tic. Ltd. Sti

**UNITED STATES OF AMERICA**
- International Shipbreaking Limited L.L.C

More in the pipeline
http://ec.europa.eu/environment/waste/ships/list.htm
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.

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 2020, it contained 41 shipyards.

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.

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When does this obligation start?

<table>
<thead>
<tr>
<th>EU-flagged ships being dismantled</th>
<th>New EU-flagged ships</th>
<th>All EU-flagged ships, and non-European ships at an EU port or anchorage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>2019</td>
<td>2021</td>
</tr>
</tbody>
</table>

4x capacity for current demand

590 000 LDT\(^3\) EU-flagged ships sent for dismantling/year

Nearly 2.85 million LDT available capacity on the European List

3 LDT = Light Displacement Tonnes (hull, structure, machinery, equipment & fittings)
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 European Parliament and Council adopt the Ship Recycling Regulation

First European List established

Ship Recycling Regulation to fully apply

November 2013

December 2016

January 2019

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.

c.europa.eu/environment/waste/ships

EU_ENV

#CircularEconomy

EUEnvironment

#WasteToResource