

SUSTAINABLE SHIP RECYCLING

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Royal Association of Netherlands Shipowners (KVNR)

- **360** members: shipowners / managers based in the Netherlands
- **90** associate members
- **2009** ships managed by shipowners based in the Netherlands, of which
- **1065** ships are flying the Dutch flag

Global problems need global solutions



Corporate social responsibility



From cradle to grave, from ship building to ship recycling

What is ship recycling?



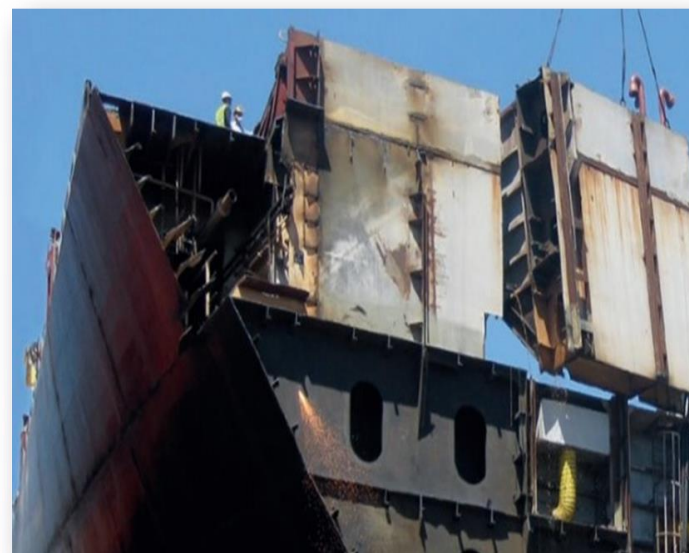
Where are ships being recycled?



How are ships being recycled?



'BROWN RECYCLING'



'GREEN RECYCLING'

What difference does it make?

**BROWN RECYCLING
WILL GIVE A SHIPOWNER
MORE PROFIT**



**GREEN RECYCLING
WILL GIVE A SHIPOWNER
LESS PROFIT**



How to solve the issue?

**GLOBAL REGULATIONS
NEEDED TO IMPROVE
RECYCLING STANDARDS**

BROWN RECYCLING TO BECOME GREEN RECYCLING

Hong Kong Convention

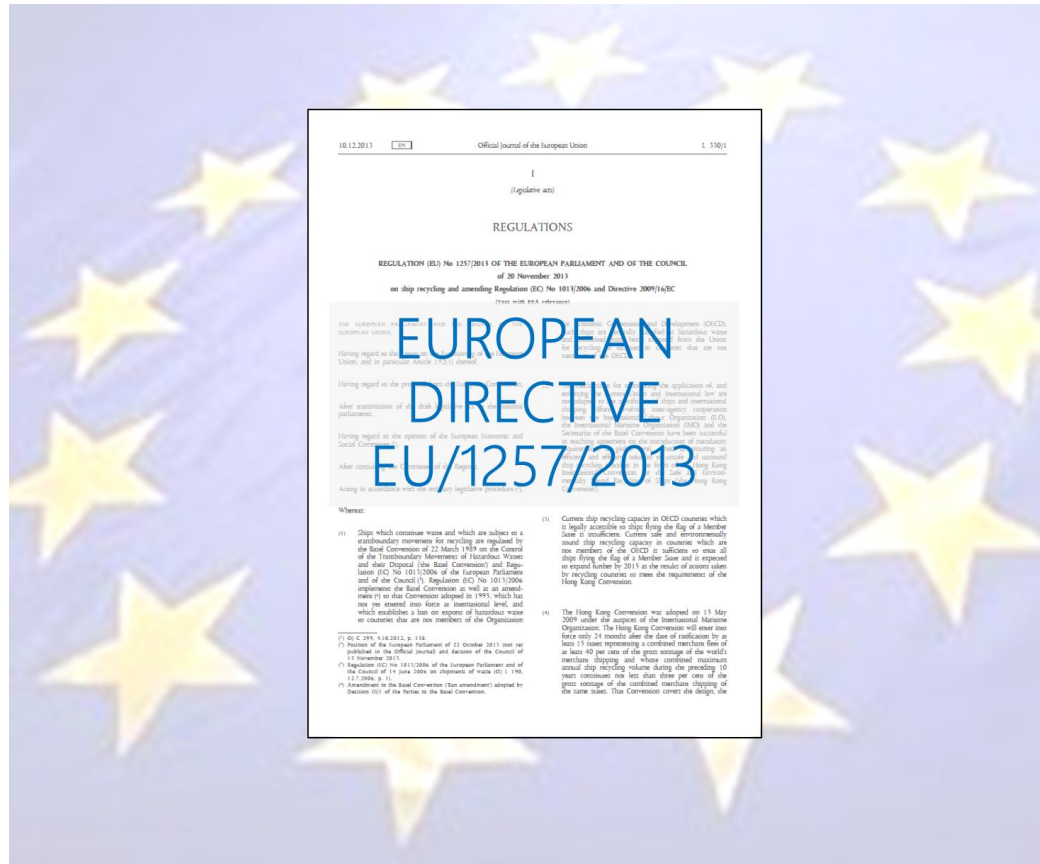
INTERNATIONAL CONVENTION
FOR SAFE AND ENVIRONMENTALLY SOUND
RECYCLING OF SHIPS

15
STATES

40%
WORLD
FLEET

ANNUAL
RECYCLING
CAPACITY
3%
OF COMBINED
FLEET

European Union



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I
(Legislative act)

REGULATIONS

REGULATION (EU) No 1257/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 20 November 2013
on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/43/EC
(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 100 thereof,

Having regard to the proposal from the Commission,

After transmission of the draft legislative act to the Member States,

Having regard to the opinion of the European Central Bank and the European Central Bank,

After consulting the Economic and Financial Committee,

Acting in accordance with the legislative procedure,

**EUROPEAN
DIRECTIVE
EU/1257/2013**

Whereas:

(1) Ships which constitute waste and which are subject to a transboundary movement for recycling are regulated by the Basel Convention of 22 March 1989 on the Control of the Transboundary Movements of Hazardous Wastes and their Disposal (the Basel Convention) and Regulation (EC) No 1013/2006 of the European Parliament and of the Council (1). Regulation (EC) No 1013/2006 implements the Basel Convention as well as an amendment (2) to that Convention adopted in 1995 which has not yet entered into force at international level, and which establishes a ban on exports of hazardous waste to countries that are not members of the Organisation for Economic Co-operation and Development (OECD).

(2) Current ship recycling capacity in OECD countries which is legally accessible to ships flying the flag of a Member State is insufficient. Current safe and environmentally sound ship recycling capacity in countries which are not members of the OECD is sufficient to ensure all ships flying the flag of a Member State and is expected to expand further by 2015 as the result of actions taken by recycling countries to meet the requirements of the Hong Kong Convention.

(3) The Hong Kong Convention was adopted on 13 May 2009 under the auspices of the International Maritime Organisation. The Hong Kong Convention will enter into force only 24 months after the date of ratification by at least 15 States representing a combined merchant fleet of at least 40 per cent of the gross tonnage of the world's merchant shipping and whose combined maximum annual ship recycling volume during the preceding 10 years constituted no less than three per cent of the gross tonnage of the combined merchant shipping of the same States. This Convention covers the design, the

(1) OJ C 239, 6.10.2006, p. 118.

(2) Protocol to the Basel Convention of 22 March 1989 on the Control of the Transboundary Movements of Hazardous Wastes and their Disposal, adopted by the Conference of the Parties to the Basel Convention on 15 December 1995.

(3) Regulation (EC) No 1013/2006 of the European Parliament and of the Council of 14 June 2006 on shipments of waste (OJ L 180, 12.12.2006, p. 1).

(4) Amendment to the Basel Convention (Two amendments) adopted by Decision 01/1 of the Parties to the Basel Convention.

Sitting and waiting?

SHIP
OWNERS

GUIDELINES ON TRANSITIONAL
MEASURES FOR SHIP-OWNERS
SELLING SHIPS FOR RECYCLING

SECTOR AGREEMENT ON
SOCIETAL RESPONSIBLE SHIP
RECYCLING (MVO-
CONVENANT)



SHIP
RECYCLING
YARDS

STATEMENTS OF COMPLIANCE
WITH THE HONG KONG
CONVENTION FOR INDIAN
YARDS

Conclusions

Ship recycling:

- is a **global** issue
- is **circular**
- needs to be **sustainable**
- requires **responsible** ship recycling yards and shipowners
- depends on governments for effective, non-exclusive international regulations (**Hong Kong Convention**)

Thank you

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