

ENSURING SUSTAINABLE SHIP RECYCLING



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NGO Shipbreaking Platform
DSA Copenhagen – 5 October 2015

UNITED NATIONS GUIDING PRINCIPLES ON BUSINESS AND HUMAN RIGHTS

Principle 13 : The responsibility to respect human rights requires that business enterprises [...] seek to prevent or mitigate adverse human rights impacts that are directly linked to their operations, products or services by their business relationships, even if they have not contributed to those impacts.



RESPONSIBLE SHIP OWNERS:



**WALLENIUS WILHELMSEN
LOGISTICS**



HÖEGH AUTOLINERS



EUKOR Car Carriers Inc.



CHINA NAVIGATION





Norges
Rederiforbund
Norwegian
Shipowners'
Association

>>> We consider that ship-owners have an independent responsibility to ensure proper recycling of their ships. This also applies to ships sold to third parties prior to recycling.

>>> We urge our members to adhere to the Hong Kong Convention, although it has not yet entered into force, and to choose recycling facilities that adhere to the Hong Kong Convention.

>>> We advise our members against recycling ships at yards using “beaching” as a method.



Most vessels are broken on the beaches of South Asia

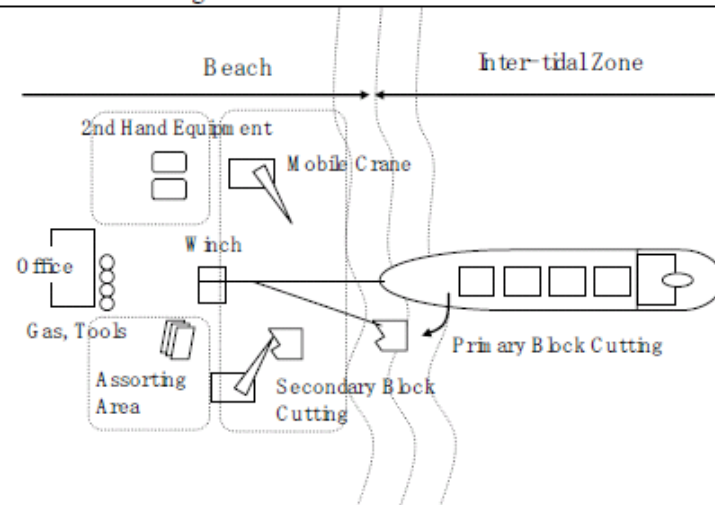
severe pollution - extremely poor working conditions

fatal accidents - child labour - high risk of cancer

occupational disease - loss of local livelihood



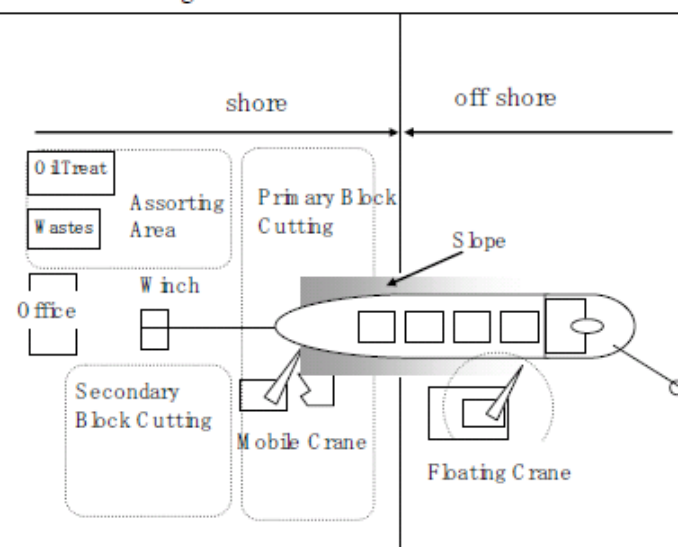
1. Beaching Method



“Beaching Method” is the method to demolish ships at grounded condition on the inter-tidal zone. In this method, ships are grounded by themselves to take advantage of difference in the tidal level. Steel blocks and/or other equipment are cut down to the inter-tidal zone and no wharf, jetty or quay is used for demolition.

Strength management requirements are necessary. This method is not recommended for newly-established facilities

2. Landing Method



“Landing Method” is the method used to demolish ships on shore. In this method, steel blocks or other equipment are cut on land or moved to secondary cutting areas on land using cranes. No blocks or other equipment should be cut down to the inter-tidal zone.

EU SHIP RECYCLING REGULATION

Safeguards for compliance with requirements for ship recycling facilities:

- Commission to assess application before listing
- certification including on-site inspections by independent verifiers
- NGOs allowed to request action to Commission in case of non-compliance with the requirements
- Commission possibility for ad hoc inspections
- Recital 5a further states:

The purpose of this Regulation is [...]to direct ships flying the flag of a Member State to facilities that practice safe and environmentally sound methods to dismantle ships instead of to current substandard sites. [...]
For non EU facilities, the requirements should achieve a high level of protection of human health and the environment that is broadly equivalent to that of the Union [...]





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>>> We advise our members to **only use EU-listed ship recycling facilities.**

SUSTAINABLE SHIP DISMANTLING TAKEN TO THE NEXT LEVEL IN MEXICO



www.shipbreakingplatform.org
www.offthebeach.org



**WOULD WE LET THIS
HAPPEN IN EUROPE ?**