

BAN Intervention on Ship Dismantling:

BAN as part of the NGO Platform on Shipbreaking, would like to update the Parties as to what has happened with respect to the export and dumping of waste ships since the adoption of the Hong Kong Convention.

Sadly, the shipping industry's shameful record of waste mismanagement continues. Last year, a record-high 87% of the world's gross tonnage was broken using the cheap, but dangerous and polluting method of beaching. 2016 saw the worst tragedy in the history of the industry - on 1 November, at least 28 workers were killed instantly and more than 60 injured due to an explosion and massive fire on a tanker beached in Gadani, Pakistan. 22 men lost their lives at the Bangladeshi yards in Chittagong, another 29 men suffered serious injuries. At least two workers lost their lives in Alang, India, but the death toll is feared to be higher as accident records are not shared. Toxic fumes released when torch cutting and the asbestos sicken many more workers, residue oils were the cause of the explosion in Gadani: ships are hazardous wastes that cause death and pollution in South Asia.

Revelations by Danish investigative journalists of precarious conditions at a yard that has received a Statement of Compliance with the Hong Kong Convention should prompt serious questions as to the adequacy of the Hong Kong Convention's standards. Further, the fact that the global ship scrap dealers specialized in trafficking waste ships to the worst beaching yards, also known as cash buyers, are the strongest proponents of the Hong Kong Convention, should also raise alarm.

It is increasingly clear that the Hong Kong Convention will not bring the promised solution to the shipbreaking crisis even if it enters into force. Therefore, many stakeholders, including the investors and clients of shipping, are turning their attention to the EU Ship Recycling Regulation for a solution. Soon, the European Union will publish its global list of green ship recycling facilities that comply with acceptable environmental, health and safety standards.

BAN and the NGO Platform applauds the EU for having set standards in alignment to those set by the Basel Convention's Guidelines on Ship Dismantling and not on the Hong Kong Convention's weak criteria which fails to condemn beaching operations. The EU, despite heavy lobbying by Indian shipbreakers, will not be including those that use South Asian beaches to scrap ships. This EU Green list should prove to be very helpful to the Parties of the Basel Convention, to investors, cargo holders and responsible shipping lines to separate ESM yards from non-ESM yards.

Many more ships are expected to head for the scrapping yards in the coming years due to the overcapacity in especially the container market and oil and gas sector. A large number of

floating oil production and storage tankers, drill ships and semi-submersible platforms that have operated in the North Sea will be decommissioned as well.

For Basel Parties it is very important to recall the last major decision on end-of-life ships made at COP10 with respect to end of life ships at COP10. That decision asserted that ships are waste and are likely to be hazardous waste and as such they fall under the scope of the Basel Convention. Parties were urged to continue to uphold the Basel Convention for the transboundary movement of ships wherever possible as Basel is the only international legal instrument that provides an effective deterrent to the unsustainable trade and scrapping of end-of-life ships.