



**COUNCIL OF
THE EUROPEAN UNION**

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NOTE

from : General Secretariat
to : Delegations

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Subject : Communication from the Commission to the European Parliament, the Council,
the European Economic and Social Committee and the Committee of the Regions:
An EU strategy for better ship dismantling

Delegations will find annexed an information note from the Commission on the above subject, which will be dealt with under "other business" at the meeting of the Council (Environment) on 4 December 2008.

**Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions:
An EU strategy for better ship dismantling**

Information Note from the Commission services

- Worldwide, between 200 and 600 large end-of-life ships are dismantled every year, mostly in South Asia and under unacceptable conditions from the point of view of safety and environmental protection. The problem of ship dismantling is expected to get worse since the peak for the phasing-out of single hull tankers is expected in the next few years.
- As 25% of merchant ships worldwide fly the flags of EU Member States and about 40% of world tonnage is owned by European companies, the situation is of concern to the European Union.
- The Commission initiated work to develop an EU-wide strategy on ship dismantling in April 2006. On 22 May 2007 it adopted a Green Paper setting out a range of possible measures and this was followed by a public consultation process. The results of the consultation process have been analysed and used to draw up the Commission's Communication proposing an EU strategy for better ship dismantling which was adopted by the Commission on 19 November 2008.
- The general objective of an EU strategy on ship dismantling is to ensure that ships with a strong link to the EU in terms of flag or ownership are dismantled only in safe and environmentally sound facilities worldwide.
- The International Maritime Organization (IMO) is currently finalising an international convention on the safe and environmentally sound recycling of ships with a view to its adoption in May 2009. However, the convention is not likely to enter into force for several years.

- The EU strategy proposes a number of measures to improve ship dismantling conditions as soon as possible, including in the interim period before the entry into force of the IMO Convention:
 - by enhancing the enforcement of current waste shipment rules,
 - by immediately starting preparations to make key elements of the convention mandatory, and to fill any gaps identified,
 - by encouraging voluntary industry action.

- In the longer term, the strategy proposes to look at the feasibility of the introduction and promotion of a certification and audit scheme for ship recycling facilities. The feasibility of creating a "ship dismantling fund" will also be studied further.

