

Name of Project: Ship Recycling	
ToR Reference No.: 2022-IV/01	
Version: <input type="checkbox"/> Draft <input type="checkbox"/> Final <input checked="" type="checkbox"/> Adopted	Date: 24-Nov-21
TERMS OF REFERENCE FOR WORK UNDER THE AUSPICES OF IMPEL	

1. Work type and title

1.1 Identify which Expert Team this needs to go to for initial consideration	
Industry and air	<input type="checkbox"/>
Waste and TFS	<input checked="" type="checkbox"/>
Water and land	<input type="checkbox"/>
Nature protection	<input type="checkbox"/>
Cross-cutting tools and approaches	<input type="checkbox"/>
1.2 Type of work you need funding for	
Exchange visits	<input checked="" type="checkbox"/>
Peer reviews (e.g. IRI)	<input type="checkbox"/>
Conference	<input type="checkbox"/>
Development of tools/guidance	<input checked="" type="checkbox"/>
Comparison studies	<input checked="" type="checkbox"/>
Assessing legislation (checklist)	<input checked="" type="checkbox"/>
Other, (please describe):	<input checked="" type="checkbox"/>
Workshops and Study visits	
1.3 Full name of work	
<i>Improving the implementation and enforcement of EU Regulations regarding Ship Recycling</i>	
1.4 Abbreviated name of work or project	
Ship Recycling	

2. Outline business case (why this piece of work?)

2.1 Name the legislative driver(s) where they exist
<ul style="list-style-type: none"> • Regulation (EC) No 1013/2006 on shipments of waste (WSR) • Regulation (EU) No 1257/2013 on ship recycling (SRR)



- The Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal (1989) included the Ban Amendment (2020)
- Hong Kong International Convention for the safe and environmentally sound recycling of ships, 2009

2.2 Link to IMPEL MASP priority work areas

- | | |
|---|-------------------------------------|
| 1. Assist members to implement new legislation. | <input checked="" type="checkbox"/> |
| 2. Build capacity in member organisations through the IMPEL Review Initiatives. | <input type="checkbox"/> |
| 3. Work on 'problem areas' of implementation identified by IMPEL and the European Commission. | <input checked="" type="checkbox"/> |
| 4. Other, (please specify): | <input type="checkbox"/> |

2.3 Why is this work needed?

Almost 90% of the gross tonnage dismantled globally in the recent year's takes place in Bangladesh, India and Pakistan. The COVID pandemic learned that complete sectors, for instance the cruise tourism, were heavily affected resulting in an early remediation of many ships. In the off shore industry changes are ongoing due to the energy transition. Expected is that the coming years many ships, installations and platforms active in this industry are being dismantled. Most of these ships are not going to be recycled in the European Union but at facilities in Turkey and elsewhere. In case of dismantling in the EU and Turkey, two different EU regulations can be in place.

Part 1 of the End of Life Ships project learned that for both Regulations in almost every Member States different authorities, Environmental and Maritime, are involved.

This IMPEL project does not focus on the enforcement of illegal shipments itself but on the improvement of collaboration between environmental and maritime authorities involved, preventing illegal shipments, developing guidance material for authorities and other stakeholders involved and capacity building for inspectors and other stakeholders. Cooperation with other institutions, agencies, networks within the EU as with non-governmental bodies can be explored.

Regulation (EC) No 1013/2006 on shipments of waste (WSR) implements at European level the requirements of the Basel Convention. The ship recycling regulation (EU) No 1257/2013 (SRR) brings forward the requirements of the Hong Kong Convention, and regulates EU-flagged ships sent for recycling. The SRR claims that EU-flagged ships must be recycled at facilities authorised by the country of destination in the member states countries, or by the Commission in third countries. Shipments of ships under non-EU-flag shall be subject to the procedure of prior written notification, under the WSR.

Ship owners systematically circumvent WSR, and the regulation is difficult to enforce, due to the practice of rename, reflagging and change of owners before the ships are sent for dismantling and recycling. The SRR are easy to escape as long as the practice of change to a non-EU flag continues.



The cooperation between Environmental and Maritime agencies is key in preventing future illegalities related to ship recycling. This needs to be improved and expertise and information needs to be shared.

2.4 Desired outcome of the work

The challenge is to prevent illegal ship recycling by following up ships and ship owners where we suspect circumvention of the regulations, and preferably take actions on beforehand. To make it easier for case handlers and inspectors it will be important to:

- Clarify the differences between Waste Shipment Regulation and Ship Recycling Regulation
- Improve the cooperation between the environmental and maritime agencies at the national and international level.
- Improvement of collaboration with European Institutions like EMSA, other Networks and NGO's
- Share practical knowledge (court cases, documents, reports, experiences)
- Develop guidance/leaflets for inspectors and other stakeholders for a better understanding of the WSR and SRR and how to detect and reduce illegal shipment of ships.
- Use basecamp as a knowledge sharing platform and knowledge exchange, and gather best practise
- The final report will give the state of actual situation on enforcement and compliance practices on WSR vs SRR.

2.5 Does this project link to any previous or current IMPEL projects?

Yes, with 2020-2021 - End of Life Ships projects

3. Structure of the proposed activity

3.1 Describe the activities of the proposal

The project will host three webinars where best practise and problematic issues will be discussed. The webinars will be available for all IMPEL-members and invitations will be sent through the IMPEL-network.

The project will develop at least three guidance documents (see p. 3.2) in cooperation with other institutions (e.g. EMSA).



The project will explore the possibilities to create a predictive model for MS flagged or MS owned vessels based on Artificial Intelligence to prevent illegal ship dismantling.

Three workshops which include at least two site visits to European Ship Recycling approved facilities. During the workshops other Networks like ENPE and EUFJE will be invited as well as other institutions, the DG ENV and NGO's. Cooperation with other instruments like TAIEX will be used when applicable.

Supporting activities to improve the knowledge of other stakeholders like, ship owners, Class/surveyors, Public prosecutors (ENPE), Judges (EUFJE), including representing the IMPEL project during the ENV SHIP RECYCLING Meetings in Brussels.

Social media will be used (LinkedIn, tweets, Facebook etc.) to promote the topic and the role of IMPEL to this topic.

To create insight in reporting challenges by MS via national databases vs Thetis-EU

Study visits to exchange knowledge and best practices, supported by TAIEX

The final report will include the state of actual situation, guidance on enforcement practices on ship recycling, best practices and recommendations.

3.2 Describe the products of the proposal

The project will

- develop at least three guidance documents (1 per year):
 - o Guidance documents for inspectors of maritime and environmental agencies on the reporting obligations for ship owners and recycling facilities
 - o Leaflet WSR vs SRR for other stakeholders like surveyors/Class
 - o Cooperation and information exchange between maritime and environmental agencies at the national and international level.
- Host 3 Webinars
- Organise 3 workshops including at least 2 Site Visits
- Participate in and supporting other networks to improve the awareness and knowledge on the topic of ship recycling
- Organise 3 study visits
- Explore the development of a predictive model for MS flagged/ owned vessels based on AI
- Draft a final report

