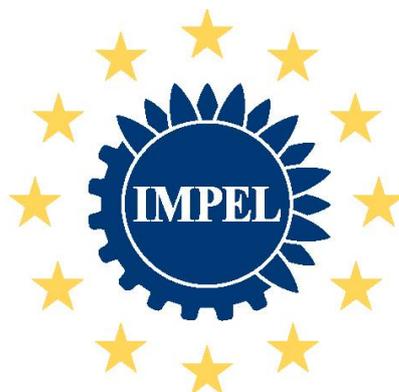


2020/02 End of Life Ships

Final report: Approved Lisbon GA June 2021



European Union Network for
the Implementation and Enforcement
of Environmental Law

Introduction to IMPEL

The European Union Network for the Implementation and Enforcement of Environmental Law (IMPEL) is an international non-profit association of the environmental authorities of the EU Member States, acceding and candidate countries of the European Union and EEA countries. The association is registered in Belgium and its legal seat is in Bruxelles, Belgium.

IMPEL was set up in 1992 as an informal Network of European regulators and authorities concerned with the implementation and enforcement of environmental law. The Network's objective is to create the necessary impetus in the European Community to make progress on ensuring a more effective application of environmental legislation. The core of the IMPEL activities concerns awareness raising, capacity building and exchange of information and experiences on implementation, enforcement and international enforcement collaboration as well as promoting and supporting the practicability and enforceability of European environmental legislation.

During the previous years IMPEL has developed into a considerable, widely known organisation, being mentioned in a number of EU legislative and policy documents, e.g. the 6th Environment Action Programme and the Recommendation on Minimum Criteria for Environmental Inspections.

The expertise and experience of the participants within IMPEL make the network uniquely qualified to work on both technical and regulatory aspects of EU environmental legislation.

Information on the IMPEL Network is also available through its website at:

www.impel.eu

Title report: End of Life Ships	Number report: 2020/02/
Project manager: Beate Langset	Report adopted at IMPEL General Assembly: [Lisbon June 2021]
Authors: Beate Langset	Number of pages: [5] Report: [1] Annexes: []
Project team Huib van Westen, ILENT, Netherlands Amalie Wang Norus, MEFD, Denmark Albert Sharples, ERA, Malta Katie Olley, SEPA, UK	
Executive summary: The challenge is to prevent illegal ship recycling by following up ships and shipowners 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: <ul style="list-style-type: none"> - Clarify the differences between Waste Shipment Regulation and Ship Recycling Regulation - Share practical knowledge (court cases, documents, reports, experiences) - Develop guidance/leaflets on how to detect and reduce illegal shipment of ships - Use basecamp as a platform for sharing and knowledge exchange, and gather best practise The final report (November 2021) will give the state of actual situation and synthesize guidelines and guidance on enforcement practices on WSR vs SRR	
Disclaimer: This report is the result of a project within the IMPEL network. The content does not necessarily represent the view of the national administrations.	

The state of play of your budget, how much have you spent, any outstanding commitments and any budget remaining unused.

- Budget 2020: 15 000 EUR
- 200 EUR used (catering)
- 14 800 EUR left

The travelling and accommodations at the workshop in Brussel, were covered by the MS, because the workshop was arranged back-to-back with The Commissions Ship Recycling Regulation meeting.

There were no expenses for the other meetings/workshops as they took place only virtual

The site visit in Belgium were cancelled because of the covid travel restrictions.

The deliverables (e.g.activities/projects/output) that you have been able to produce so far.

- In 2019:
 - We published a project area on Base camp March 2019 (with 50 members) to share best practice, knowledge and information, like reports and annual list of recycled ships (NGO Shipbreaking platform) Information about relevant arrangements/happenings (conferences etc.), EMSA (European Maritime Safety Agency), guidance on inspections of ships by the Port State and EMSAs scrapping list, relevant information from the Ship Recycling Regulation Expert group, documentaries and articles about ship recycling
 - May 2019: a conference call
 - Meeting in Aberdeen 18-19 September 2019
 - Information about the project has also been presented in EUs Ship Recycling Regulation Expert Group meetings and in IMPELs TFS & Waste conference in October 2019 in Bucharest
- In 2020:
 - Workshop in Brussels in February 2020
 - Presentations about the project at the virtual IMPEL conference and at the Ship Recycling Regulation expert meetings
 - Workshop in November (virtual)
 - continues sharing of useful documents and information on Basecamp
 - We had to cancel the workshop in Malta at the IMPEL conference and the site visit at Galloo du to the travel restrictions under the pandemic.
- In 2021:
 - 21 January: Open session: Webinar
 - Questionnaire about SRR vs WSR /sent to all MSs and to all project participants
- **The deliverables (e.g.activities/projects/output) that you still need/ foresee to do.**
 - Workshop in June
 - Sum up the results from the questionnaire.

- Develop a check list to prevent illegal ships recycling for Environmental and Maritime authorities
- Comparison notes for the waste shipment regulation and the ship recycling regulation
- A notification guide for ships and rigs
- A site visit at one of the European Ship Recycling approved facilities (probably Galloo in Belgium) if corona restrictions allow the travelling.
- And if possible, the project will develop an excel file for flag states, where they can put in ships flying under their flag, to predict – and thereafter prevent – illegal scrapping of ships or circumvention of the regulation.
- Final workshop and report November