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JOINT ILO/IMO/BC WORKING GROUP ON
SHIP SCRAPPING
3rd session
Agenda item 4

ILO/IMO/BC WG 3/4/1
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Proposal on a coordinated approach for interim measures to be taken pending entry into force of the new IMO Convention on ship recycling

Submitted by France

SUMMARY

<i>Executive summary:</i>	Taking into account the terms of reference of the JWC on ship scrapping, France suggests that for the interim period up to the entry into force of the IMO convention on ship recycling, and as far as reasonable and practicable, end-of-life ships should have an Inventory of Hazardous Materials. This can be achieved if the major recycling countries were to agree to require that all ships, prior to being dismantled, should have a valid Inventory of Hazardous Material.
<i>Action to be taken:</i>	Paragraph 9
<i>Related documents:</i>	MEPC 58/3/3 (report of the intersessional correspondence group), MEPC 58/INF.16 (European Parliament resolution on the Green Paper on better ship dismantling), ILO/IMO/BC WG 1/6/1 (terms of reference).

Introduction

1 According to the terms of reference of the Joint ILO/IMO/Basel Convention Working Group on Ship Scrapping, the JWG should “facilitate the exchange of views between the three Organizations in order to ensure a co-ordinated approach to all relevant aspects of ship scrapping”.

Proposal for a measure for the interim period

2 France has pursued the view that the sooner ship recycling activities improve in safety and in environmental performance the better it will be. France has therefore supported, and will continue to support, Option 3 for the entry-into-force conditions in the discussion of the intersessional correspondence group (document MEPC 58/3/3), because, according to this option there is no need for an indeterminate waiting period until a capacity criterion is met before the requirements become effective for providing ships with Inventories of Hazardous Materials. In other words, the sooner we start, the better it will be for the dismantling process.

3 The European Parliament's resolution on the Green Paper on better ship dismantling has been reproduced in document MEPC 58/INF.16. The resolution, in paragraph 18: *"calls on the Commission to take into consideration the decisions of the forthcoming third session of the Joint ILO/IMO/Basel Convention Working Group on Ship Scrapping on joint technical cooperation activities and a coordinated approach to interim measures to be taken pending entry into force of the new IMO Convention on ship recycling"*. Furthermore, the IMO Secretariat in document MEPC 58/INF.16 notes that it has offered to the European Parliament its expertise and help towards the formulation, in collaboration with the major recycling States and the industry, of an appropriate voluntary regime for the implementation of appropriate recycling standards during the interim period.

4 For the interim period, France therefore envisages the implementation of the requirements of the convention for the provision of the Inventory of Hazardous Materials to all existing ships prior to their recycling, as far as reasonable and practicable.

5 Whereas flag States can do their part to improve the whole process, the most efficient and direct way of implementing such a requirement in the interim period up to the entry into force of the IMO convention on ship recycling is, in the opinion of France, for some of the major recycling countries, on a regional basis to agree to require that all ships, prior to being recycled in these countries, should have a valid Inventory of Hazardous Materials.

6 If such a voluntary agreement could be reached, with the technical co-operation of IMO and of other interested stakeholders, on a regional or global basis by major recycling countries, then this immediate improvement in standards would not result in any distortion of free competition. The key to the chances of success of this proposal is that the recycling countries who would implement the proposed voluntary agreement would not be disadvantaged by unfair competition from neighbouring recycling countries and at the same time the safety standards in their recycling facilities will improve. Therefore this being a win-win situation.

7 It should also be noted that the provision of the Inventory of Hazardous Materials should be a relatively inexpensive requirement for the owner of a ship as it will be satisfy by consultancy.

8 This measure should best be applied after MEPC 59, when hopefully the Guidelines for the Inventory of Hazardous Materials will be adopted.

Action requested of Joint Working Group

9 To achieve these goals, the way forward may be to have a resolution to be adopted by the Diplomatic Conference on the early implementation of the IMO Convention. The JWG is invited to consider the proposal contained in this document and to consider any actions it may deem appropriate.
