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RECYCLING OF SHIPS

Report on Ship Recycling Technology & Knowledge Transfer Workshop held in Izmir, Turkey from 14 to 16 July 2010

Submitted by the Secretariat of the Basel Convention

SUMMARY

<i>Executive summary:</i>	This document provides a report on the Ship Recycling Technology & Knowledge Transfer Workshop funded by the Secretariat of the Basel Convention and held in Izmir, Turkey, from 14 to 16 July 2010 in collaboration with the Government of Turkey and the Ship Recyclers' Association of Turkey
<i>Strategic direction:</i>	7.1
<i>High-level action:</i>	7.1.2
<i>Planned output:</i>	7.1.2.1
<i>Action to be taken:</i>	Paragraph 11
<i>Related document:</i>	SR/CONF/46

Introduction

1 Resolution 3 on the "Promotion of Technical Cooperation and Assistance" was adopted by the International Conference on the Safe and Environmentally Sound Recycling of Ships in May 2009 (SR/CONF/46). In operative paragraph 1 of the Resolution, Member States, in cooperation with IMO, other interested States and international bodies, competent international or regional organizations and industry programmes were requested to promote or provide directly, or through IMO, support to States that request technical assistance for, *inter alia*, "the introduction of safe and environmentally sound management for the collection, handling, treatment and disposal of Hazardous Materials and wastes removed from the ship during its recycling, including the promotion of private sector and non-governmental organizations with an interest towards the preparation of ships before they are recycled".

2 The Secretariats of the IMO, International Labour Organization (ILO) and the Basel Convention have developed the "Global Programme for Sustainable Ship Recycling" to provide a means for coordination in the provision of technical assistance and capacity building in relation to ship recycling. The ninth meeting of the Conference of the Parties to the Basel Convention in June 2008 welcomed the development of such implementation

programmes relating to sustainable ship recycling. In addition, the third session of the Joint Working Group of the ILO, IMO and Basel Convention on Ship Scrapping in October 2008 supported the approach of the three Secretariats in developing the Global Programme. Since this time, the Secretariat of the Basel Convention has endeavoured to develop technical assistance and capacity building activities under the Global Programme and in collaboration with the IMO and ILO where appropriate, and to be mindful of the priorities for technical assistance as outlined in Resolution 3 as adopted by the International Conference on the Safe and Environmentally Sound Recycling of Ships.

3 In May 2009, the Secretariat of the Basel Convention received a request for technical capacity building assistance in relation to ship recycling from the Government of Pakistan. In response, the Secretariat developed a concept for a Ship Recycling Technology & Knowledge Transfer Workshop to strengthen the regulatory, institutional, procedural and infrastructural capacity of Pakistan's Government and industry to fulfil the relevant aspects of the Basel Convention in relation to ship recycling, particularly those dealing with the downstream management of hazardous and other wastes, and the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009. The Ministry of Environment & Forestry and the Undersecretariat for Maritime Affairs of the Government of Turkey and the Ship Recyclers' Association of Turkey, kindly agreed to host the Workshop in collaboration with the Secretariat of the Basel Convention. The Workshop was made possible as a result of voluntary funding to the Secretariat of the Basel Convention from the Governments of Norway and the United Kingdom of Great Britain and Northern Ireland.

Ship Recycling Technology & Knowledge Transfer Workshop

4 The Workshop took place from 14 to 16 July 2010 in Izmir, Turkey. A delegation from Pakistan, comprised of representatives from both Government and industry, participated in the Workshop. In addition, representatives from the Secretariat of the Basel Convention, the Secretariat of the IMO, the Government of Turkey, the Ship Recyclers' Association of Turkey and Germanischer Lloyd were present.

5 The Workshop took place over a period of three days. On the first day, the Secretariat of the Basel Convention and the IMO provided an overview of the current and future international requirements in relation to ship recycling. A presentation was also circulated on behalf of the ILO which was unable to provide representation at the Workshop. Discussions following this session touched upon the scopes of the Basel and Hong Kong Conventions and how the two Conventions should be seen as complementary instruments, each providing control and enforcement within their respective scopes to ensure the safe and environmentally sound recycling of ships. This was followed by an overview of the Pakistani ship recycling industry and the national regulatory framework in place in relation to ship recycling and the environmentally sound management of hazardous waste. Following this, the Government of Turkey introduced the regulatory approach to ship recycling in Turkey, from the maritime, environmental and occupational safety and health perspectives.

6 The following day focused on the industry perspective of ship recycling in Turkey. Here, delegates were introduced to the role of the Ship Recyclers' Association of Turkey, the government/industry relationship, practices at ship recycling facilities and the transition to compliance with the Hong Kong Convention. A site visit to the ship recycling facilities in Aliaga, 60 km north of Izmir, took place in the afternoon of the second day, providing the Pakistani delegates the opportunity to see firsthand the practices adopted by the industry. On the third and final day, delegates from the Government of Pakistan and industry led a session to develop action plans for the strengthening of the regulatory and institutional framework in Pakistan, and to facilitate industry and facility level improvements.

7 There was a strong sense of collaboration throughout the Workshop between the delegates from Turkey and Pakistan, with the Ship Recyclers' Association of Turkey agreeing to provide documentation, such as ship recycling facility management plans and ship-specific ship recycling plans, to the Pakistan Ship Breakers' Association to assist in improving their processes and procedures at the facilities in Gadani. It was determined by the representatives of the Pakistan ship recycling industry that the setups at Aliaga and Gadani were very similar, although the Pakistani facilities could certainly benefit from enhanced organization at the yards and documentary control. The important role afforded to the Ship Recyclers' Association of Turkey in overseeing facility operations at Aliaga, and in particular, in providing a collective waste management centre for all yards, was seen as a model which the Pakistan Ship Breakers' Association might consider developing.

8 In terms of infrastructure, the development of suitable downstream waste management facilities in Pakistan was identified as a primary requirement by the Pakistani delegation. There is currently a lack of treatment facilities, landfills and incinerators for the environmentally sound management of hazardous wastes arising from industrial activities in Pakistan, including ship recycling. As a precursor to the development of such facilities, the development of a national inventory of hazardous waste, assessing waste management infrastructure requirements by region and types of waste streams, was seen as key. Opportunities for public-private partnerships and potential sources of donor funding to develop suitable infrastructure were also discussed. In this regard, the Government of Pakistan emphasized their country's need for technical cooperation, assistance and funding from external bodies, including the Basel Convention and IMO.

9 From the regulatory perspective, it was shown that the Government of Pakistan had ratified international conventions for the environmentally sound management of chemicals and wastes (including the Basel Convention) but had experienced some difficulties in their enforcement. This, in addition to the development of implementing legislation for the Hong Kong Convention, was identified as a potential area of future intervention in the regulatory/institutional sense in Pakistan.

10 Following the conclusion of the Workshop, the Secretariat of the Basel Convention is continuing to work with the Government of Pakistan and industry to finalize action plans discussed at the Workshop and to identify potential implementing partners. The Government of Pakistan has also signalled its intention to host a reciprocal workshop in Pakistan in the near future.

Action requested of the Committee

11 The Committee is invited to note the information provided in this document.
