

Question for written answer E-008056/2016
to the Commission
Rule 130
Mireille D'Ornano (ENF)

Subject: Consequences of globalisation on the shipbreaking industry

Shipbreaking involves recycling the components of end-of-life ships. The development of global shipping has sent soaring the number of ships to be dismantled in the coming years.

From the 1960s, as a result of globalisation, the majority of shipbreaking industries were relocated to low-wage countries (India, China, the Philippines, Bangladesh and Vietnam).

The industrial sites concerned are often located on beaches, exposing the coastline, and particularly the site workers, to the most hazardous substances (asbestos, special paints and oils). In reality, these worksites very rarely have the requisite equipment to salvage those products.

1. Does the Commission consider that globalisation has played a positive role by leading to workers in Asian countries mostly carrying out ship recycling, under the known conditions?
2. Since the European Union has competence to carry out actions to support, coordinate or supplement the actions of the Member States in the area of industry (Article 6 TFEU), what has the Commission done to work towards the development of a European shipbreaking industry that respects its workers and protects the environment?