

EUROPEAN PARLIAMENT

2004



2009

Committee on Transport and Tourism

2007/2279(INI)

27.2.2008

OPINION

of the Committee on Transport and Tourism

for the Committee on the Environment, Public Health and Food Safety

on Green Paper on better ship dismantling
(2007/2279(INI))

Draftsman: Robert Evans

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SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. Welcomes the Green Paper's comprehensive analysis of the major social and environmental problems caused by ship dismantling activities in South Asian countries;
2. Notes that a future convention of the International Maritime Organisation (IMO) will address the issue but is not likely to enter into force before 2012, whereas demand for ship dismantling will peak in 2010, when hundreds of single hull tankers will have to be phased out; notes moreover that there are serious deficiencies in the interpretation and enforcement of the existing regulatory framework under the Basel Convention in relation to end-of-life ships;
3. Considers that there is a need for the EU to lead the way and encourage global action, with a clear objective of gradually ending the current practices of ship dismantling in South Asia, and move towards the adoption and implementation of an international Convention setting environmental and social standards for all parties involved;
4. Calls for better enforcement of the Waste Shipment Regulation through tighter controls and monitoring by port authorities in Member States and invites the Commission to present guidelines in this respect;
5. Calls for a global strategy which ensures that ship recycling is carried out in such a way that all those involved in the process (shipowners, recycling/scraping facilities, the flag state of the ship, the state in which the ship's recycling will take place, etc.) are coordinated and assume their due share of responsibility;
6. Calls on the Commission and Member States to insist on the inclusion, in the future IMO Convention, of substantial obligations and provisions that would ensure an adequate level of control; considers that the future Convention should contain a requirement either to remove all hazardous materials from end-of-life ships prior to sending them to be scrapped or send them to specially authorised upgraded recycling facilities - with appropriate infrastructure to deal with all the materials on the ship (fuel residues, hazardous materials) - that comply with specific safety standards, in order to ensure the safety of the workers in those facilities, and with the necessary environmental standards, in an environmentally sound way;
7. Calls, therefore, for every ship due to be scrapped which does not fulfil all the requirements of the international Conventions and, consequently does not have valid certification issued by EU-recognised registers, to be regarded as 'waste' in order to ensure the smooth and safe withdrawal from the market of those ships which have reached the limit of their operational 'life';
8. Insists that immediate support be given for the development of a competitive and clean EU ship recycling industry; in this context :

- urges Member States to increase demand for clean recycling by committing themselves to ensure that state owned vessels and warships are dismantled in a safe and environmentally sound way;
 - believes that the development of recycling activities in European shipyards should be supported within the framework of the EU's industrial, structural and cohesion policies; considers that EU policy on the dismantling of ships should not be geared to removing these activities from the countries of Southern Asia, in view of their economic importance to the countries concerned;
9. Considers that the dismantling of ships will continue to have a social and ecological impact even in the longer term, particularly as the number of ships under construction has been increasing for years; stresses therefore the continuing importance of European innovation and development in the shipbuilding industry in order to make ships better and less environmentally damaging; calls on the Commission therefore to proceed wholeheartedly with the LeaderSHIP 2015 programme;
 10. Calls on the Commission to propose concrete measures to promote the transfer of know-how and technology in order to help dismantling sites in South Asia comply with international safety and environmental standards, and in particular with the standards which will be set by the IMO Convention on ship dismantling; believes that this objective should also be taken into account in the wider framework of the EU's development aid policy towards these countries;
 11. Welcomes the Commission's suggestion to establish certification and labelling schemes for safe and clean recycling facilities and considers that any Community funding of the shipping industry should be made conditional upon the beneficiary's use of such certified facilities;
 12. Welcomes the proposal to establish a dismantling fund in accordance with the 'polluter pays principle' and calls on the Commission and Member States to pursue, in a determined way, the objective of creating such a fund at IMO level.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	26.2.2008
Result of final vote	+: 34 -: 0 0: 0
Members present for the final vote	Gabriele Albertini, Inés Ayala Sender, Paolo Costa, Michael Cramer, Luis de Grandes Pascual, Christine De Veyrac, Saïd El Khadraoui, Robert Evans, Emanuel Jardim Fernandes, Brigitte Fouré, Georg Jarzembowski, Stanisław Jałowiecki, Dieter-Lebrecht Koch, Sepp Kusstatscher, Bogusław Liberadzki, Marian-Jean Marinescu, Seán Ó Neachtain, Willi Piecyk, Reinhard Rack, Luca Romagnoli, Brian Simpson, Renate Sommer, Dirk Sterckx, Georgios Toussas, Yannick Vaugrenard, Roberts Ziļe
Substitute(s) present for the final vote	Zsolt László Becsey, Philip Bradbourn, Anne E. Jensen, Helmuth Markov, Vladimír Remek, Leopold Józef Rutowicz, Ari Vatanen, Corien Wortmann-Kool