

THE SHIPOWNERS' VIEW ON SHIP RECYCLING

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International Chamber of Shipping



International Chamber of Shipping

- Principal international trade association for shipowners
- 80% of world fleet
- Members are national shipowners' associations
- Shipowner representative at IMO



Summary

- Hong Kong and the need for a global level playing field
- Drivers for Change
- Shipowner Action



Hong Kong Convention

- Global Framework
- Clear Stakeholder Responsibilities
- State Oversight
- Transparent Global Market
- The Only Available Option



Drivers for Change

- Need to move toward a HKC compliant market
- Shipowner and Ship Recycler interim activity
- Cash buyers
- State action
 - Ratification
 - Interim application

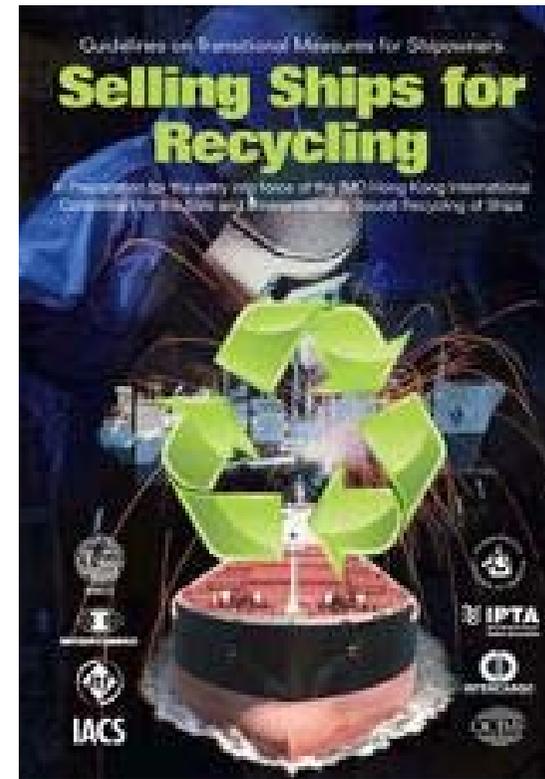
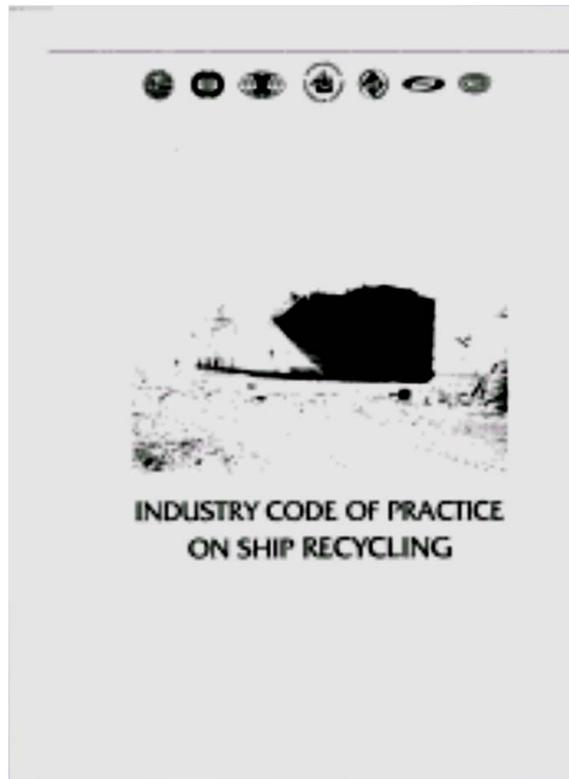


Shipowners Responsibilities

- The 20 Largest Companies control c.13% of the World Fleet
- 51,902 Ships over 500 GT
- Average Shipowner operates c.6 Ships

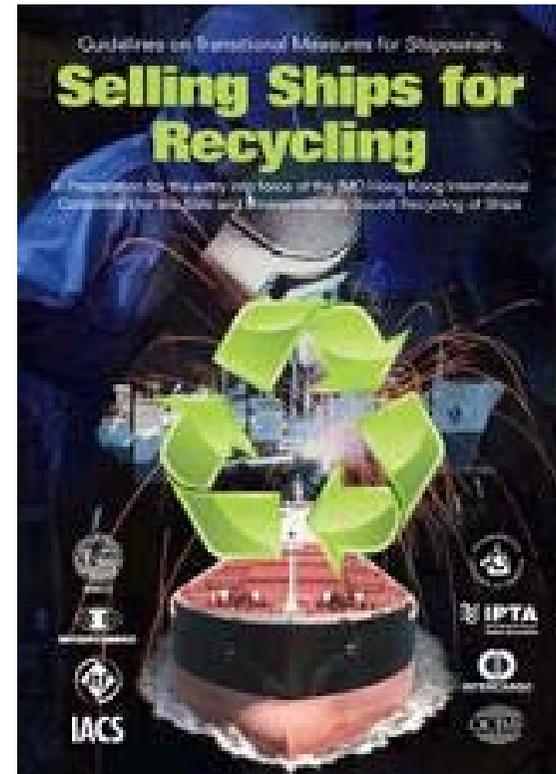


Shipowner Responsibilities



Transitional Measures

- First edition 2009
- “A means by which shipowners can start to ensure that their ships will be recycled by facilities that are compliant”
- Under Revision – Publication in 2015



Transitional Measures

- Commercial Focus
- Role of Cash Buyer
- Yard Selection
- IHM
- Gas Freeing
- Ship Recycling Plan
- Flag State Reporting



Conclusion

- Shipowners, Cash Buyers and Ship Recyclers should work towards compliance
- States must drive towards ratification of Hong Kong
 - Regional activity must not detract from this goal.



Q&A

