



EU JEOPARDIZES JOBS BY EXPORTING END-OF-LIFE VESSELS

Industry calls to promote green ship recycling in Europe

Statement of Concern by European Ship Recycling Businesses and the NGO Shipbreaking Platform pertaining to the European Commission Proposal for a Regulation of the European Parliament and of the Council on Ship Recycling (COM 2012/118)

Updated version of 22 February 2013

We, members of the European business community, express grave concern over the European Commission's proposed regulation on ship recycling. The European industries associated with ship repair, ship recycling and secondary metals recovery and processing will be damaged by an EU regulation that promotes recycling industries in non-OECD countries and without consideration for the European jobs and metal resources that will be forfeited as a consequence.

We believe a strong EU regulation should promote jobs in Europe and provide opportunities for the industry to further develop the capabilities of the European ship recycling industry. Industries located at the seashore would benefit from such a regulation, as would the highly skilled service providers such as those active in hazardous waste identification and management. However, it is clear that the European Commission has so far failed to grasp this opportunity to create green jobs and keep resources at home. Instead, the Commission has proposed to legalize the sending of end-of-life ships to developing countries, despite the lack of clean and safe facilities in non-OECD countries capable of managing this waste in a safe and environmentally sound manner.

We support the NGO Shipbreaking Platform's policy positions on this matter, and hereby sign this statement of concern with the expectation that the European Parliament and European Council will amend the proposed regulation to ensure that the European industry and job opportunities are valued and promoted, not lost.

Green ship recycling facilities within the OECD could currently recycle all EU-flagged end-of-life vessels containing hazardous wastes. By using these facilities, the EU can both comply with its international obligations under the Basel Convention by stopping the export of hazardous wastes to developing countries, and promote urgently needed jobs in the green ship recycling industry in Europe. The EU cannot justifiably ignore European resources and expertise, especially in a sector which has suffered considerable job losses over the past few years.

Sincerely yours,

**DDR-Vessels: Decontamination,
Dismantling & Recycling of Vessels**

Antonio Barredo
Manager/Director
Spain

Fornæs ApS/Fornæs Ship recycling

Keld Kokholm
Manager
Denmark

Fosen Gjenvinning AS

Knut Grinde
General Manager
Norway

FTD Marine Ltd

Simon Maunder
Ship Recycling Manager
United Kingdom

Harland-Wolff

David McVeigh
Sales and Business Development Manager
United Kingdom

Scheepslopperij Nederland BV

Gerben Snoek
Director
The Netherlands

Smedegaarden

Morten Smedegaard
Director, S&P Manager
Denmark

Subare

Andrej Jurenok
Chief Business Development Manager
Lithuania

Theo Reitsma Recycling

Theo Reitsma
Director
The Netherlands

Van Heyghen Recycling

Peter Wyntin
Head of shiprecycling, Environment
Manager, Health & Safety Manager
Belgium

and,

NGO Shipbreaking Platform

Patrizia Heidegger
Executive Director
Belgium

