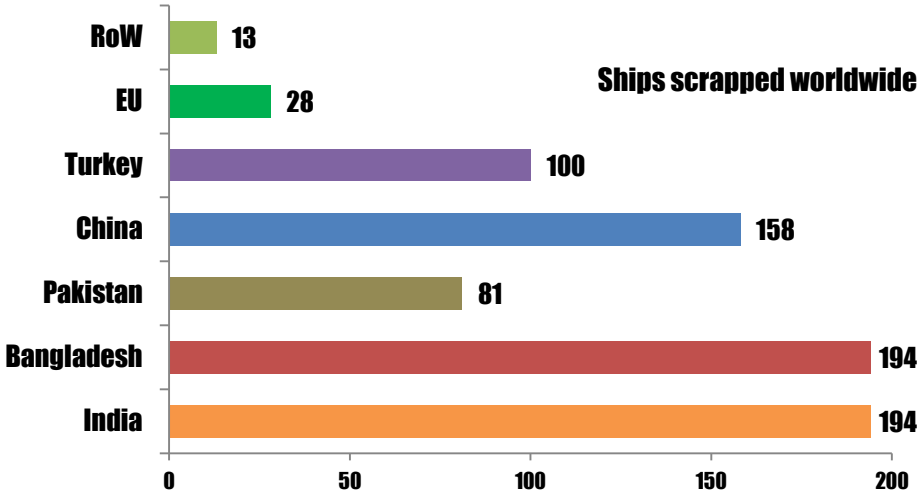
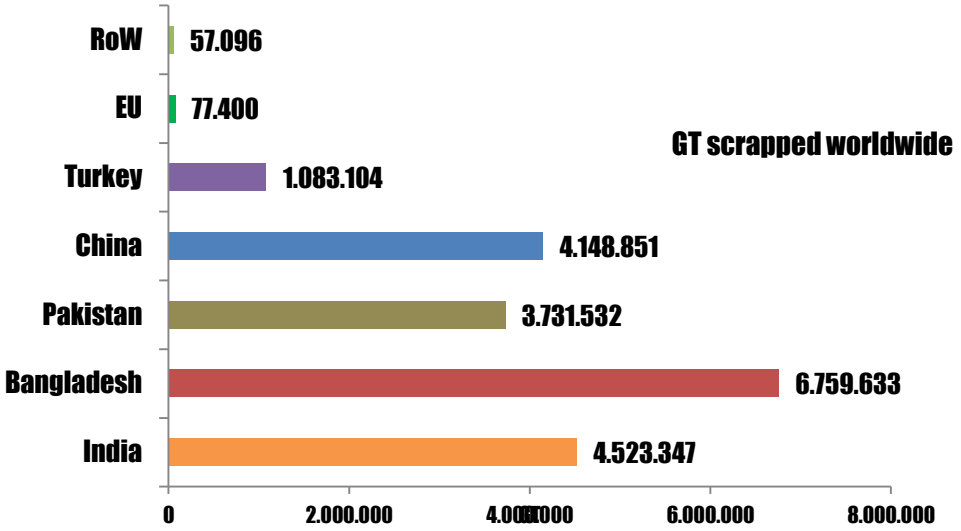
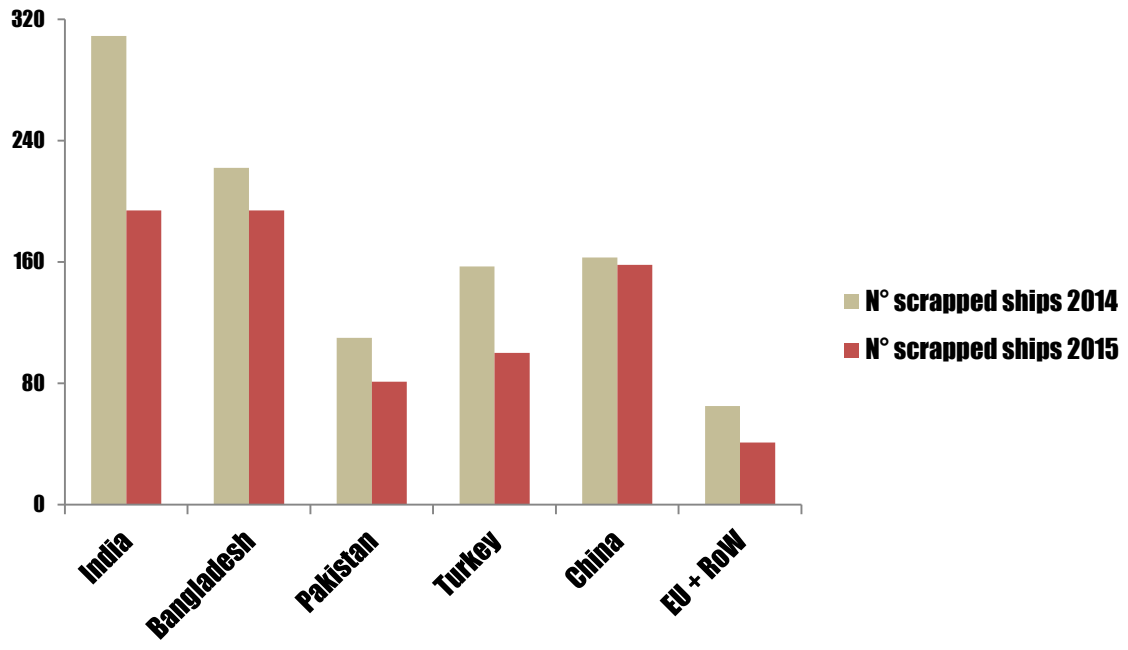
2015 List of all ships scrapped worldwide - Facts and Figures

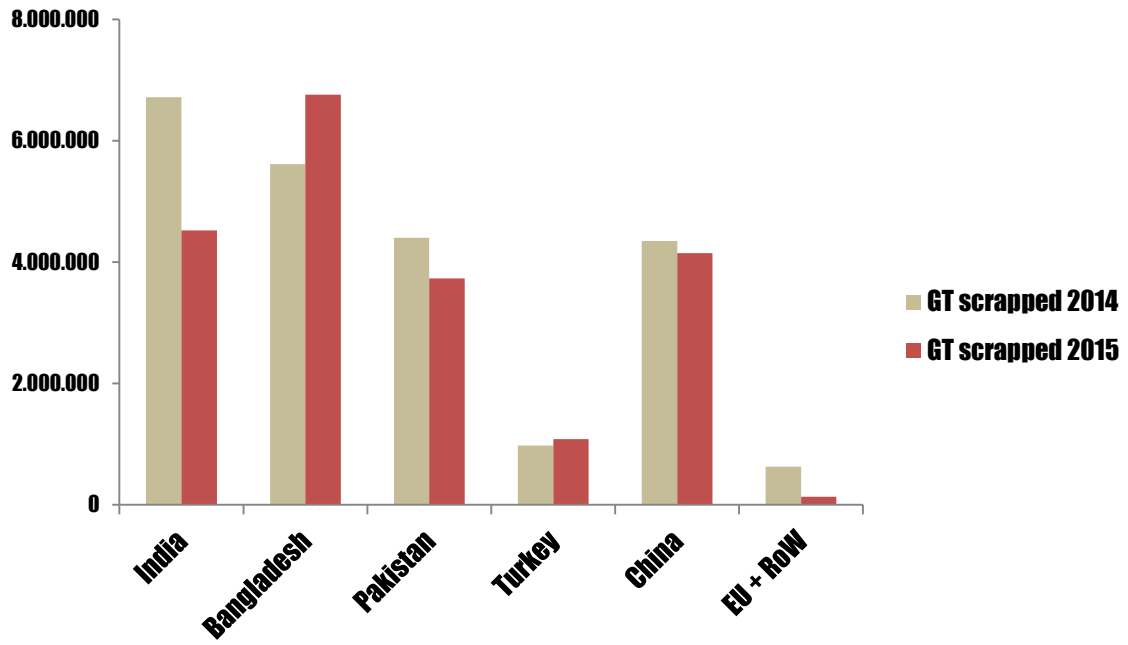




Analysis

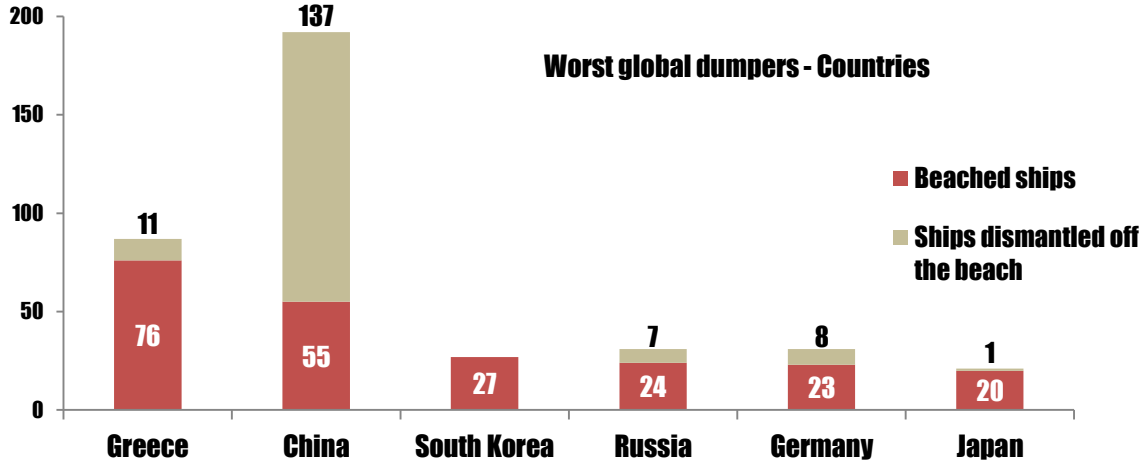
- 768 ships dismantled worldwide – 469 ended up on the beach
- 20,4 million GT dismantled worldwide – 15 million GT were beached
- Bangladesh and India broke the same amount of ships; but Bangladesh, preferred 2015 destination, scrapped larger vessels
- EU ship recycling yards dismantled small-size vessels





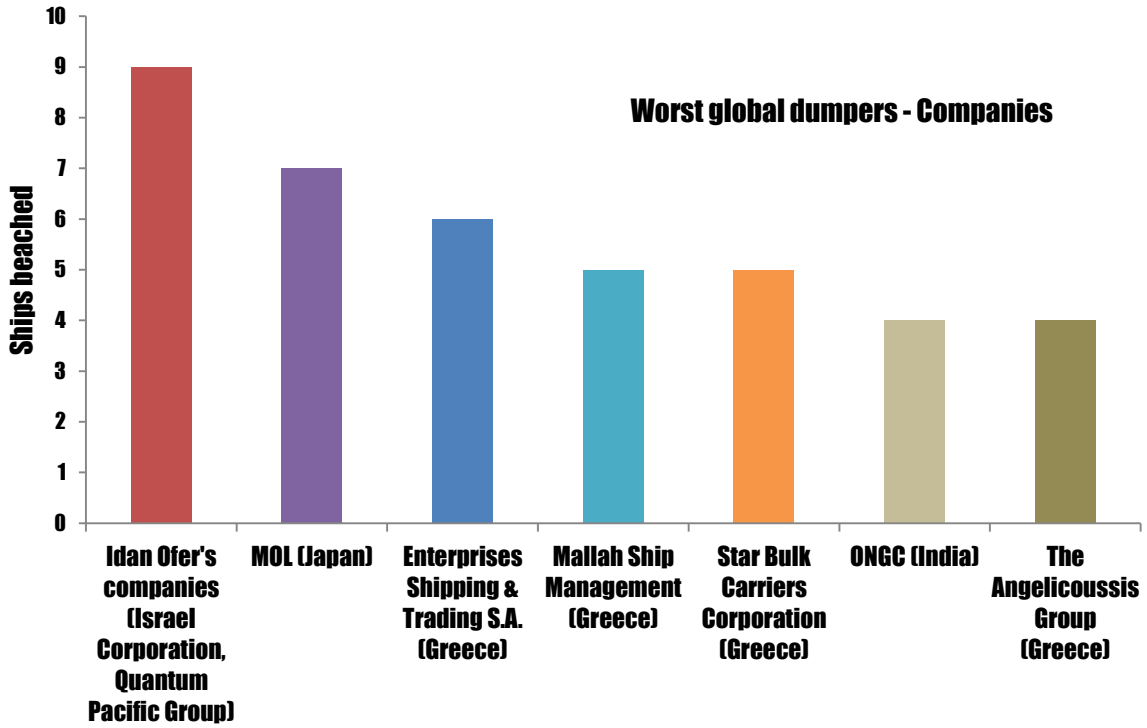
Analysis

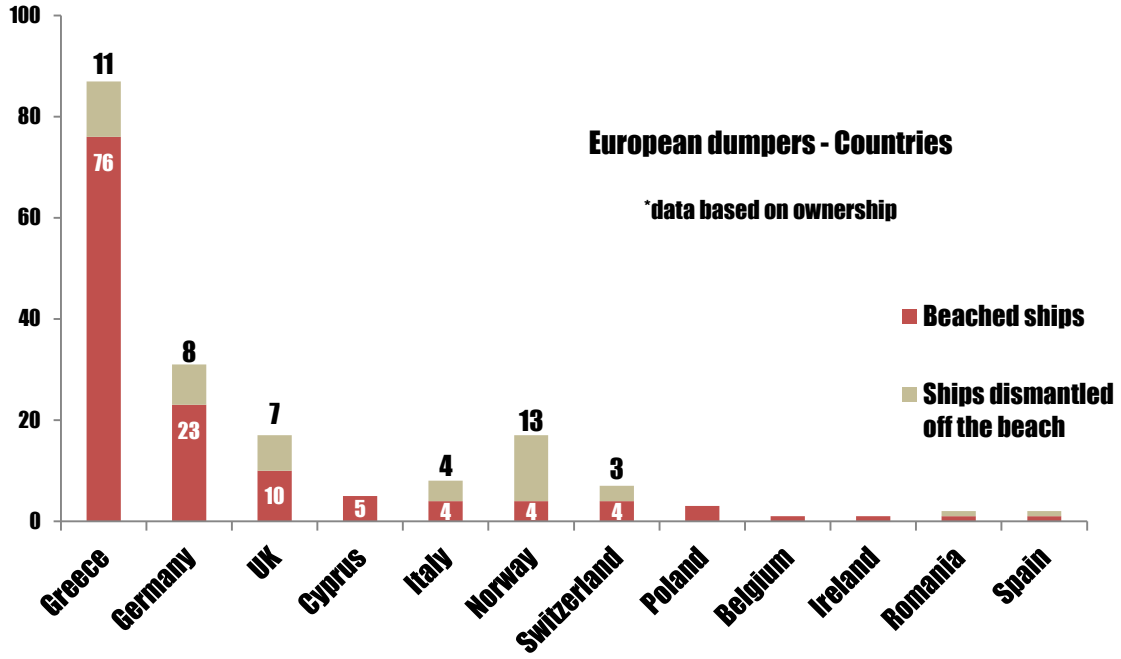
- India scrapped less vessels than last year, mainly due to the weak market conditions (e.g. low prices of scrap steel, cheap Chinese steel imports, depreciation of rupee)
- Bangladesh scrapped larger vessels than last year
- Turkey scrapped less vessels than last year but larger ones
- EU and RoW scrapped smaller vessels than last year



Analysis

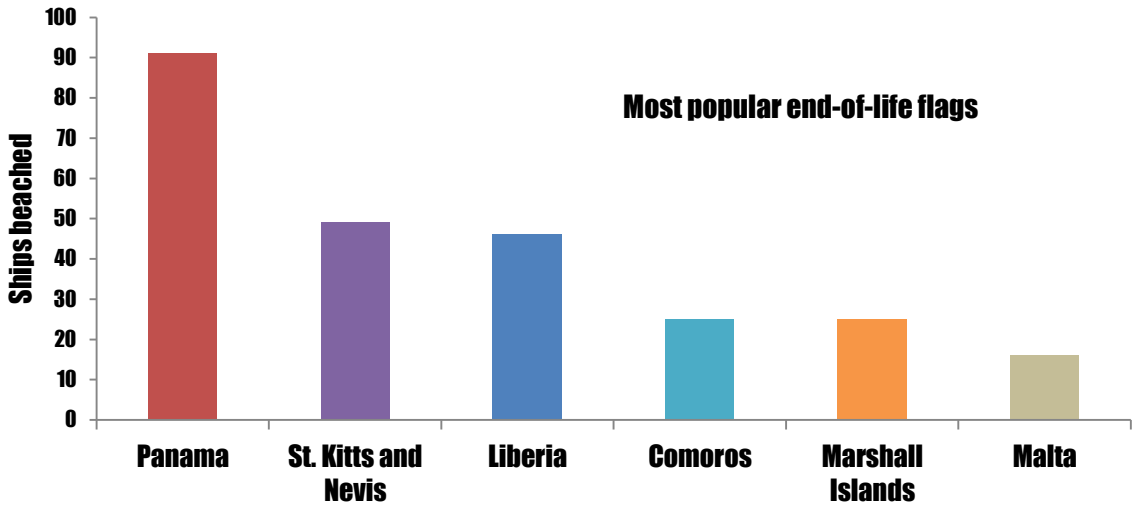
- **Greece** is the worst 2015 global dumper
- **China** sold many ships to South Asia; nevertheless, taking into account the total number of Chinese-owned vessels that were scrapped in 2015, the majority of them were recycled in more modern facilities nationally. This is mainly due to the subsidy policy adopted by the Chinese Government which supports the recycling and building of ships in China
- **South Korea** sold all vessels to the beach
- **Japan**, despite the Government's ongoing cooperation with Indian yards, sold many vessels to the Bangladesh breakers





Analysis

- **Greece** is the worst 2015 European dumper. The country beached 87% of its vessels
- **Germany** beached 74% of its vessels
- **Cyprus** sold all vessels to the beach
- **Norway** recycled most of its vessels in modern facilities



Analysis

- According to UNCTAD, almost 73% of the world fleet is flagged in a country other than that of the vessels beneficial ownership. This means there is a huge discrepancy

between the states in which the beneficial owners of a ship are based and the flag states which exercise regulatory control over the world fleet.

- Nearly 40% of all end-of-life ships beached in South Asia were imported under flags of convenience which are grey-or black-listed by the Paris Memorandum of Understanding, i.e. flags with a particularly weak record of enforcing international law. These included St Kitts and Nevis and Comoros. These "end-of-life flags" are hardly used during the operational life of a ship and offer special "discount rates" for last voyages and quick and easy short-term registration without any nationality requirements.
- A newcomer last year was Niue, a small island country in the South Pacific Ocean and whose ship registry shares address with the Tuvalu ship registry in Singapore.
- For more information on the use of FOCs at end-of-life, see our report: What a difference a flag makes. Why ship owners' responsibility to ensure sustainable ship recycling needs to go beyond flag state jurisdiction [2015]