2018 List of all ships scrapped worldwide - Facts and Figures

- **744** ships dismantled worldwide – 518 ended up on the beach
- **18.9 million** GT dismantled worldwide – 17 million GT were beached
- India scrapped the most ships in numbers, but Bangladesh broke most in terms of GT, indicating that it was the preferred destination for the larger vessels
- EU ship recycling yards dismantled small-size vessels
Analysis

- **Bangladesh** and **Pakistan** had a decrease in number of vessels but an increase in GT recycled compared to last year
- **India** had an increase in number of vessels but a decrease in GT recycled
- **China** and **Turkey** had a clear decrease in number of ships and GT recycled
- **EU** and **RoW** scrapped more vessels than last year
Analysis

- **UAE** is responsible for the worst shipbreaking practices amongst all shipping nations.
- **India** sold all vessels to beaching facilities, 13 out of 50 were sold to Pakistan and Bangladesh.
- **South Korea** sold almost all its ships to beaching yards, including to the Bangladesh breakers.
Analysis

- **Greece** beached 85% of its vessels
- **Germany** beached all its vessels in India, Pakistan or Bangladesh
According to UNCTAD, almost 73% of the world fleet is flagged in a country other than the vessels’ beneficial owner. This means that there is a huge discrepancy between the states where beneficial owners are based and the flag states which exercise regulatory control over the world fleet.

More than 60% 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 and Tokyo Memorandum of Understanding, i.e. flags with a particularly weak record of enforcing international law. These included black-listed 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. They are particularly popular with cash-buyers that operate as middle men for sales to South Asian beaching yards.

A popular new flag of convenience last year was Palau: a small island country in the Western Pacific Ocean and whose ship registry main offices are in Houston, USA and Athens, Greece.

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]