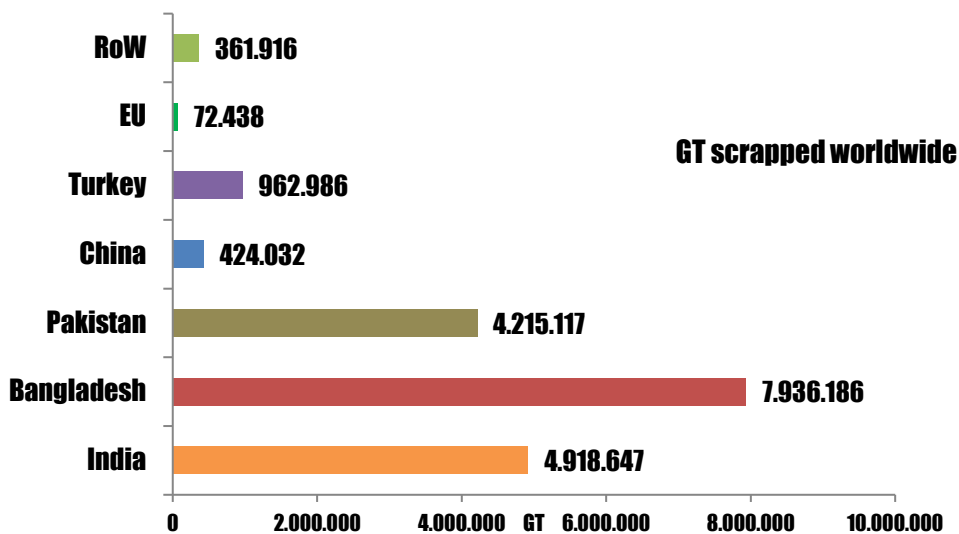
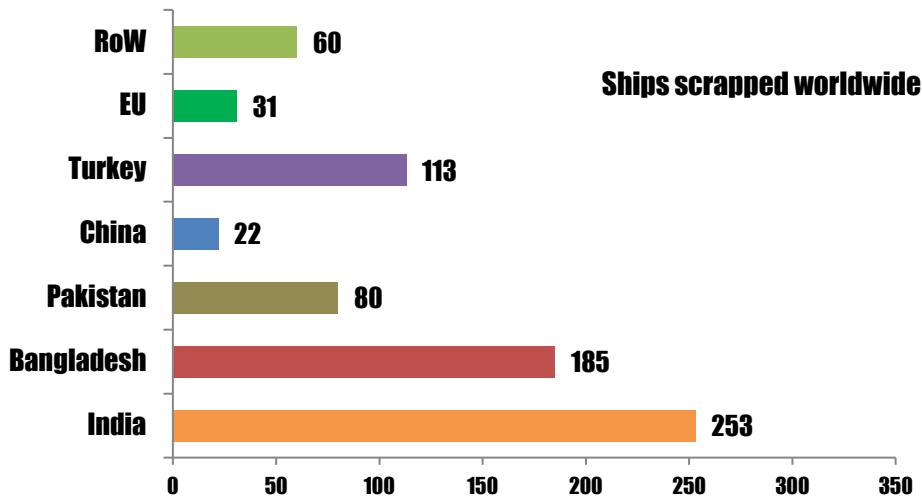


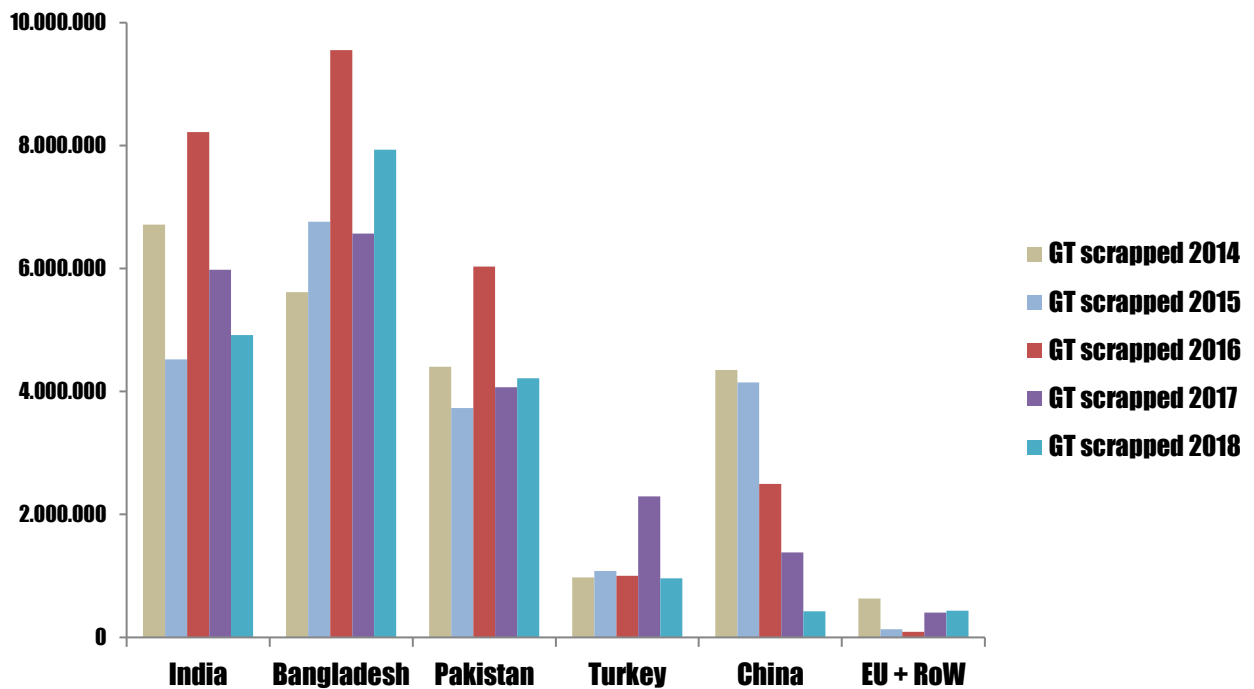
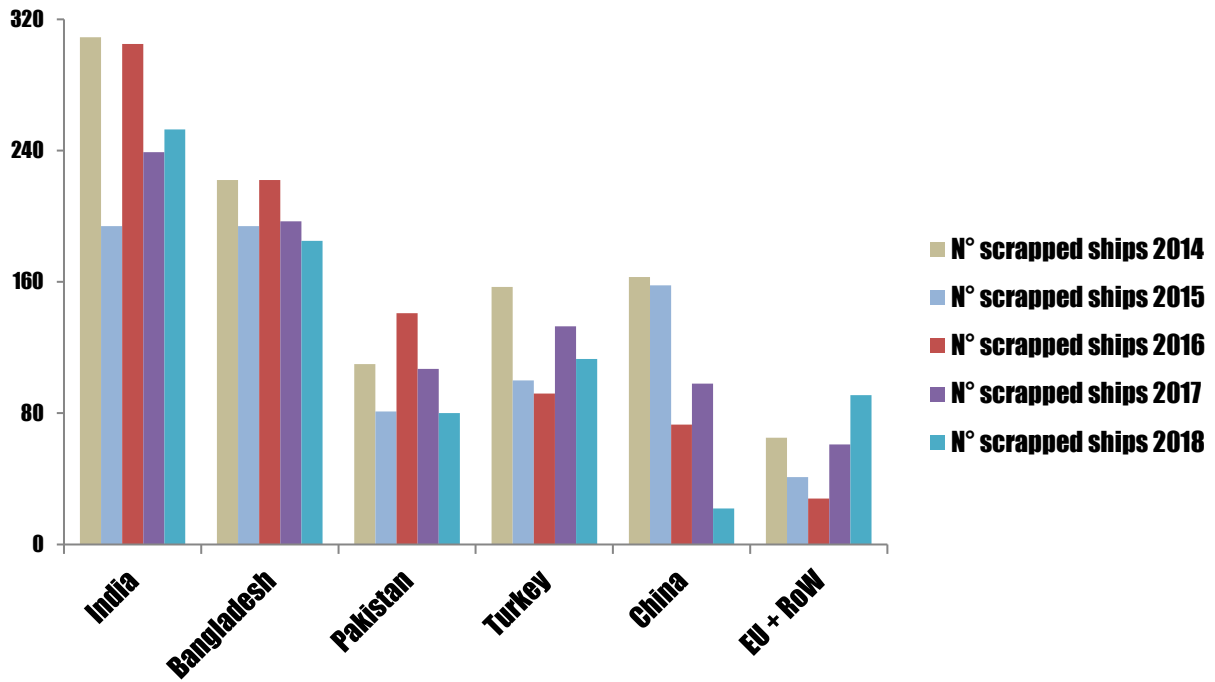


2018 List of all ships scrapped worldwide - Facts and Figures



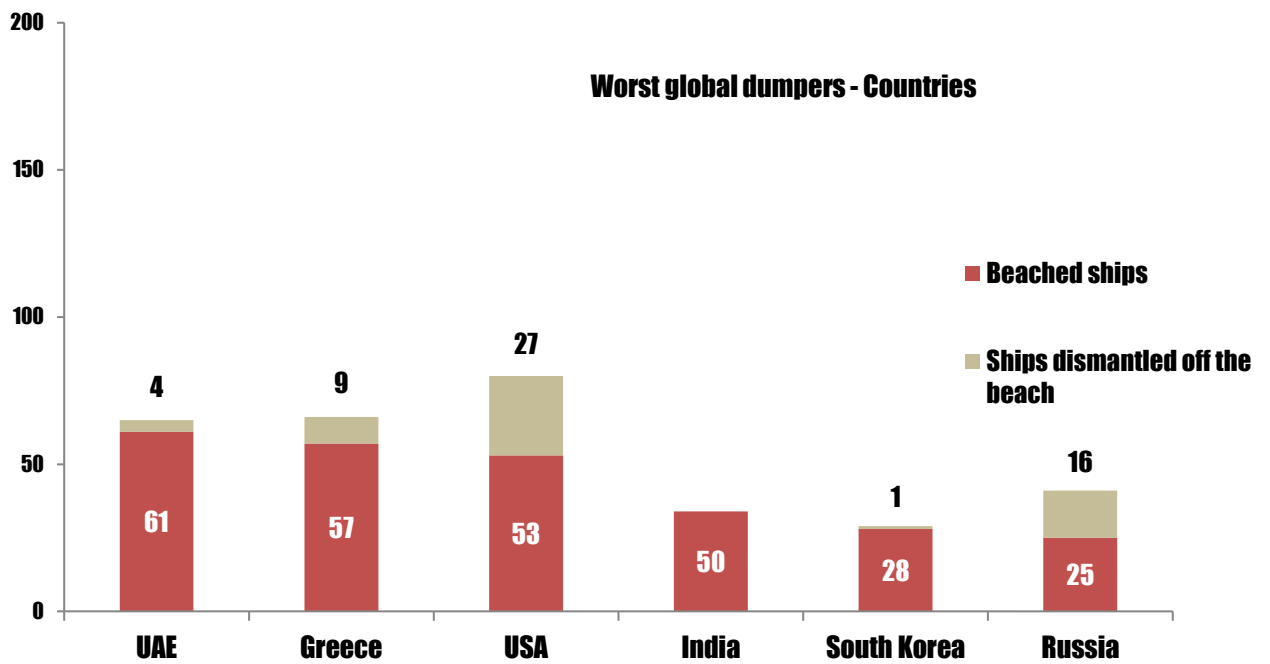
Analysis

- **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



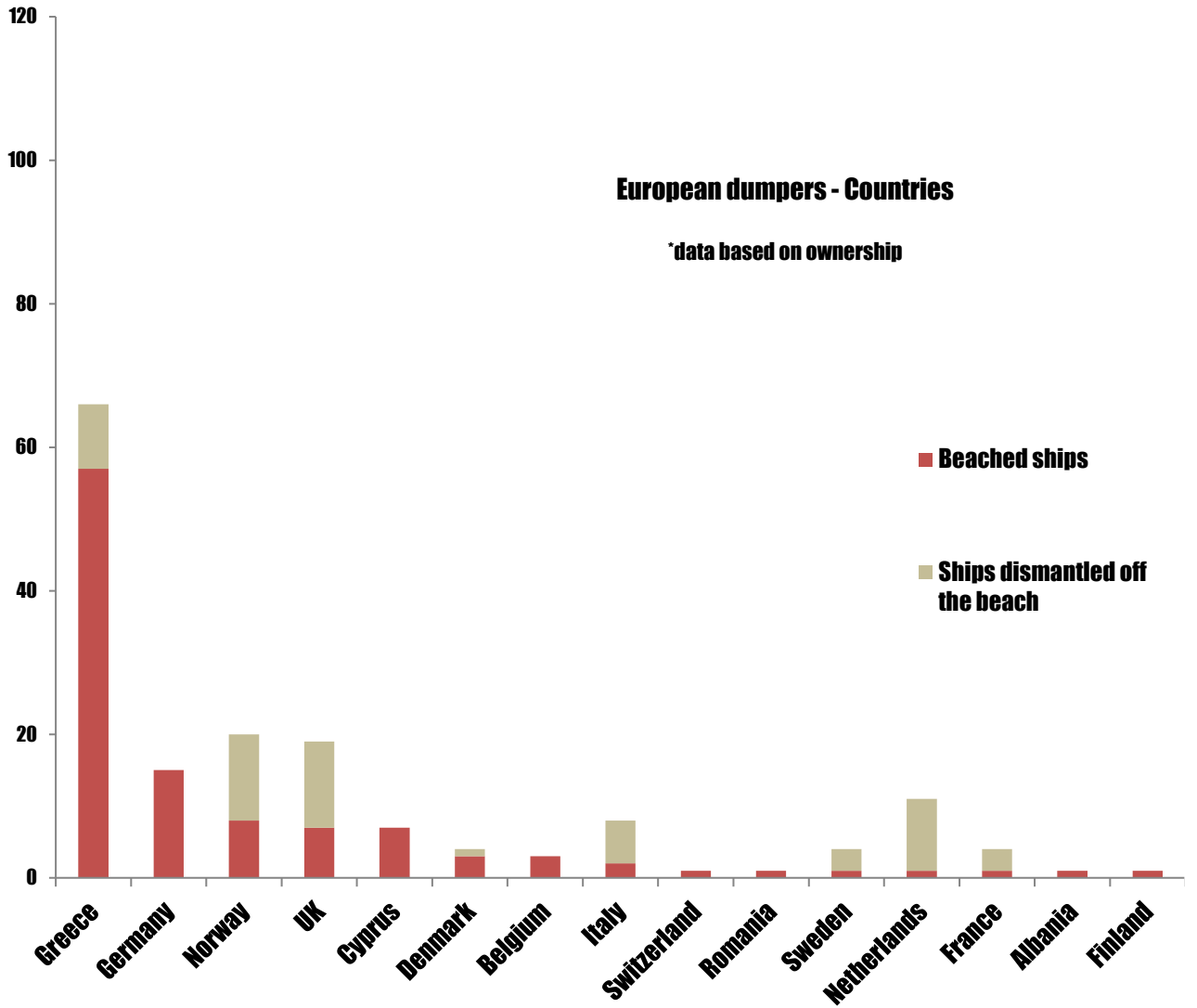
Analysis

- **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



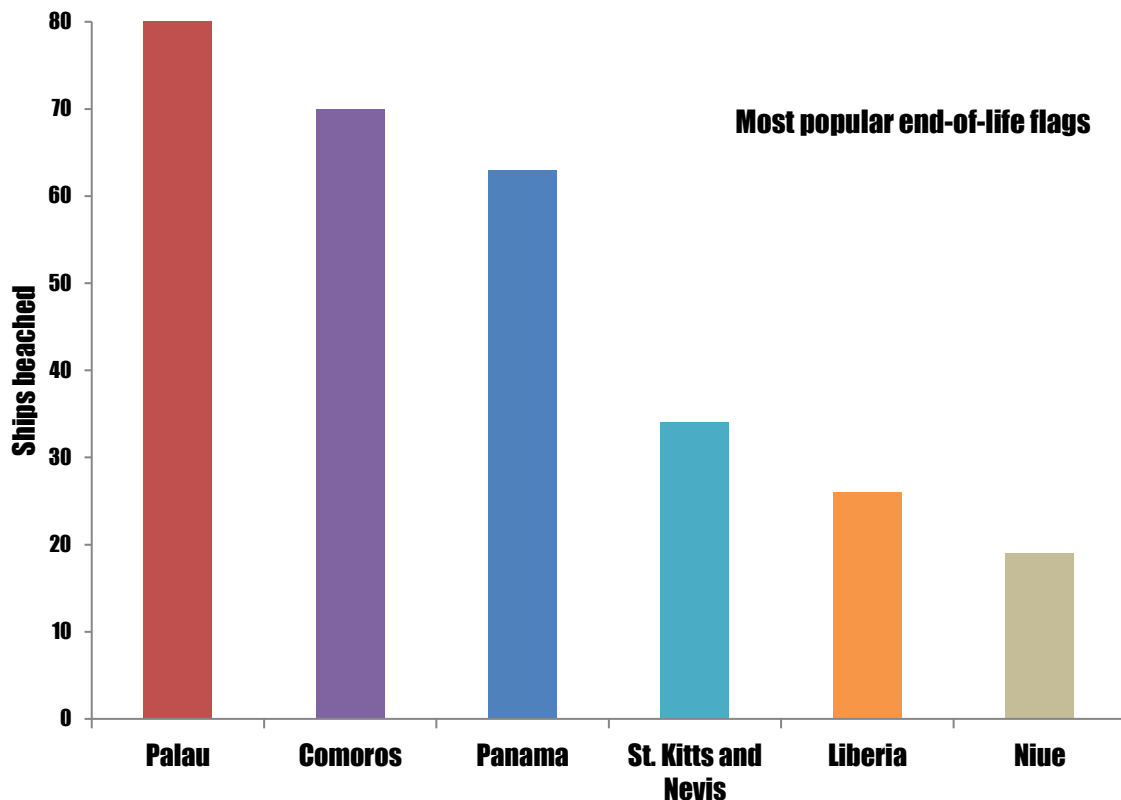
Analysis

- **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



Analysis

- 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 \[2015\]](#)