

B-11: The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009

Name of the Convention: The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009

Acronym or short name: The Hong Kong Convention

International organisation in charge of it: International Maritime Organization (IMO)

Summary description : The Convention is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risks to human health and safety or to the environment. It will also address concerns raised about the working and environmental conditions of ship recycling facilities.

The Convention will regulate conditions for safe and environmentally sound recycling in following three fields.

- 1) Requirements for Ships to be sent for recycling:** Those ships will be required to comply with regulations regarding design, construction, operation and preparation for safe and environmentally sound recycling including carry on board their **International Certificate on Inventory of Hazardous Materials**.
- 2) Requirements for Ship Recycling Yards:** Ship recycling yards will be required to develop and deliver a ship-specific “**Ship Recycling Plan**” to their competent Authorities for approval. Contracting States will be required to take effective measures to ensure that ship recycling yards under their jurisdiction comply with the Convention.
- 3) Enforcement of Ship Recycling Mechanism:** Both ship owners and ship recycling facilities will be required to comply with regulation regarding reporting and certification mechanism on ship recycling.

Date of signature: Adopted at a diplomatic conference in Hong Kong, China on May 11, 2009.

Date of coming into force: Not yet in force

Dates of revision: Not yet revised

Reasons of revisions: -

Applicability (condition for entry into force): It will enter into force 24 months after the date on which both following conditions are fulfilled.

- 1) 15 States, representing 40 per cent of world merchant shipping gross tonnage, have either signed it without reservation as to ratification. And
- 2) The combined maximum annual ship recycling volume of those above States constitute not less than three (3) per cent of their combined merchant shipping tonnage during the preceding ten(10) years.

Situation of Ratification: (as at Dec. 2, 2013) 1 State (1.52% of world tonnage)

Stakes for ports:

Ship recycling is the inevitable and critical process to rejuvenate the world fleet and enable world cargoes to be transported more safely and efficiently by modernized newly built vessels.

Port State control officer will inspect a ship calling at ports of its territory to verify if the right certificates are on board of the ship such as “**the International Certificate on Inventory of Hazardous Materials**” or “**the International Ready for Recycling Certificate**”.

Links with other Conventions or Rules: -

(EU Regulation on Ship recycling)

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2013:330:0001:0020:EN:PDF>

(Basel Convention)

<http://www.basel.int/Portals/4/Basel%20Convention/docs/text/BaselConventionText-e.pdf>

Key-words: Inventory of Hazardous Materials, Ship Recycling Plan

Internet hyperlink with other website:

(full text) <http://ec.europa.eu/environment/waste/ships/pdf/Convention.pdf>