



**COUNCIL OF
THE EUROPEAN UNION**



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PRESSE 474

Council approves new rules on ship recycling

The Council today adopted¹ a regulation on ship recycling (*PE-CONS* [59/13](#), [15517/13](#) [ADD1 REVI](#)).²

Adoption of the legislation follows an agreement reached at the third informal trilogue with the European Parliament on 17 June 2013.

The new regulation aims to prevent, reduce and minimise accidents, injuries and other adverse effects on human health and the environment caused by ship recycling. In addition, it seeks to ensure the proper management of hazardous materials on board ships. It also aims to facilitate the ratification of the Hong Kong Convention.

According to the regulation all new ships must, from the application of the regulation, have on board an inventory of hazardous materials contained in the ship's structure or fittings, together with details of their location and quantities. Existing ships shall comply, as far as practicable, with this requirement seven years after the entry into force of this regulation. The regulation applies not only to ships flying the flag of a member states but also to ships flying the flag of a third country when calling at ports in the EU. Such ships must also have on board an inventory of hazardous materials.

The regulation provides for the establishment and regular updating of a European list of ship recycling facilities. The list will be published in the Official Journal of the EU and on the Commission's website not later than three years after the entry into force of this regulation. It will contain two sub-lists indicating the ship recycling facilities located in a member state and in a third country.

¹ At a meeting of the Economic and Financial Affairs Council, without discussion.

² The Cyprus, Maltese and Bulgarian delegations voted against and the Polish, German and Estonian delegations abstained from voting.

P R E S S

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Within three years of the entry into force of this regulation, the Commission will submit a report on the feasibility of a financial instrument that would facilitate safe and sound ship recycling and, if appropriate, will present a legislative proposal.

Penalties for non-compliance with the regulation will be set by member states.

The regulation will enter into force on the twentieth day following its publication in the Official Journal of the EU. It will apply at the earliest two years, depending on when the maximum output of ship recycling facilities on the European list exceeds 2.5 million light displacement tonnes, or at the latest five years after the entry into force of this regulation.
