



International Ship Symposium 2010 in Muroran

Recent trend over ship recycling

Policy and Approach in France

フランスにおける取り組み

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Policy and Approach in France

- I/ France's maritime policy
- II/ France's stakeholders
- III/ French experiences
 - Low-tonnage vessels
 - Military ship
- IV/ The way forward

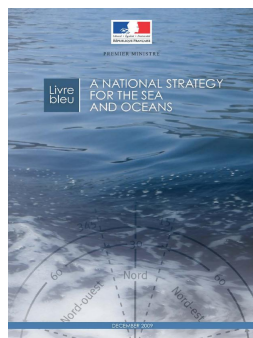


I/ High-Profile Case

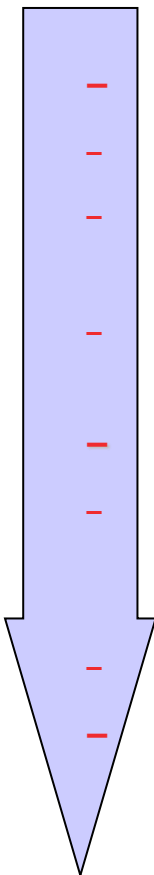




I / Development of the HK convention and France's maritime policy



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2005 : 24th Session of IMO Assembly adopted Resolution A.981(24) and agreed to request: **"the Marine Environment Protection Committee to develop a new legally-binding instrument on ship recycling...."**

2005 / 2006 : Q 790 (ex Clemenceau)

2006 – 2007 : Interministeriel Ship Committee on ship recycling

2007 – 20XX : Secretariat General for the sea (Prime Minister offices) Interministeriel Coordination on ship recycling

2008 : « An EU strategy for better ship dismantling » adopted by the Commission

2009 (May): Hong Kong convention (Diplomatic Conference)

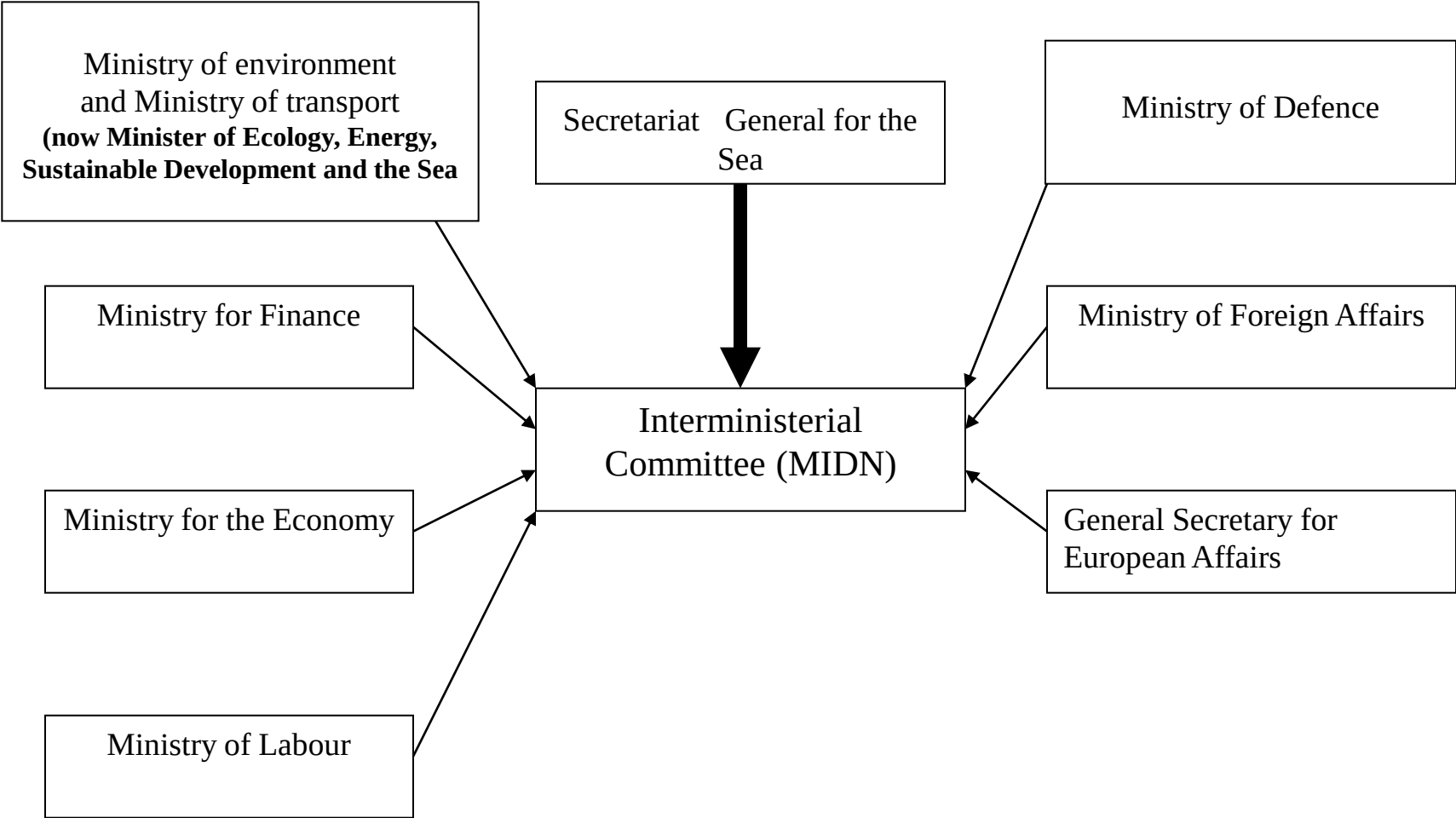
2009 (July) : Oceans Round Table (preliminary consultation process)

2009 : EU Council conclusions

2009 (December) : France's maritime policy "Blue Book : a national strategy for the sea and oceans "

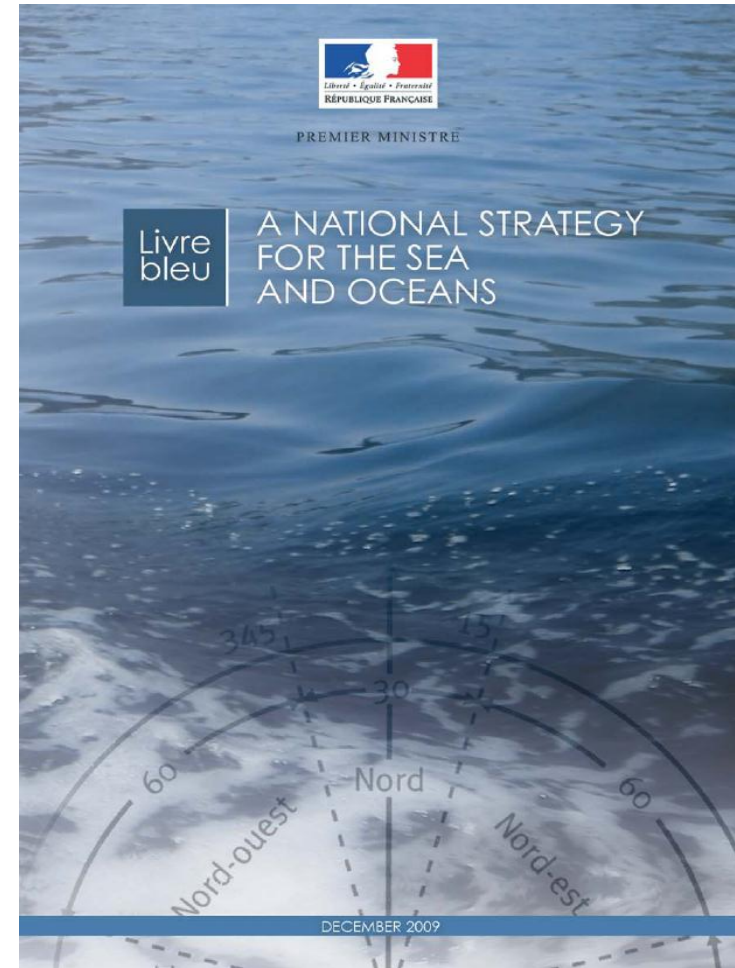


I/ Committee on the dismantling of Civilian and Military End of Life Ships (2006 – 2007)





I/ Policy and Approach in France



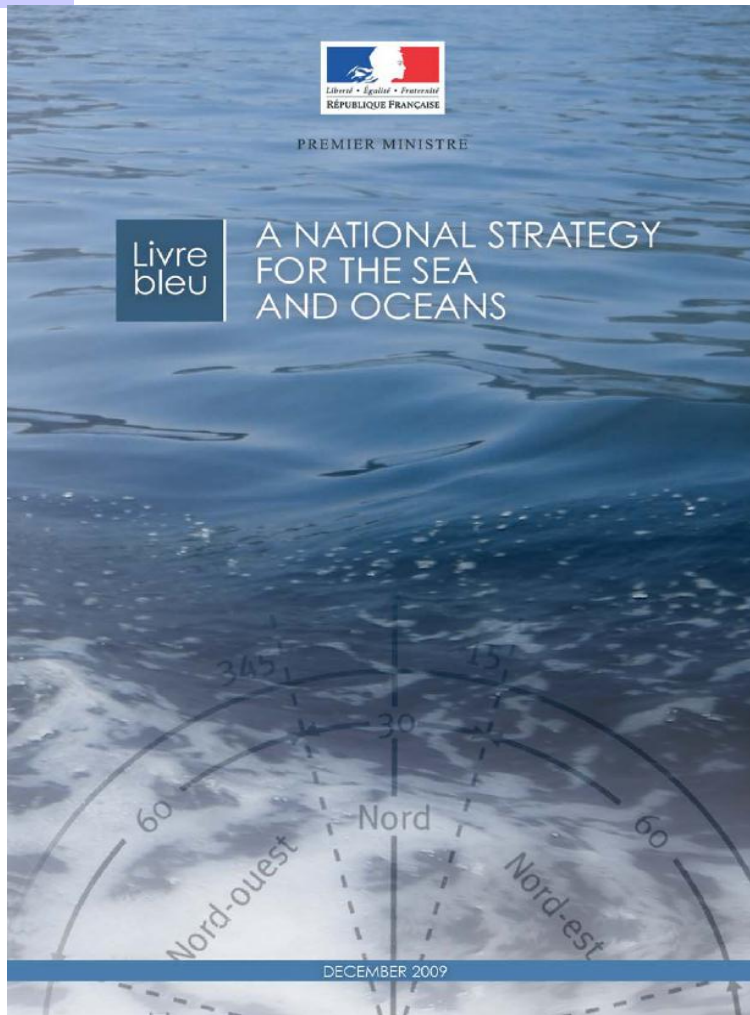


I/ Oceans Round Table preliminary consultation process

- **9. Encourage / organise the creation of a French ship breaking, recycling and depolluting industry**, favouring a local approach and encouraging shipyards to operate according to the principles of sustainable development (including overseas) and retiring the ships that are the least safe and most harmful to the environment. This industry could be steered by a public interest group. Particular use should be made of existing experience and skills. A sponsor will soon be appointed and work will begin on establishing this industry.
 - A french MP has been nominated in december (work still in progress)



I/ A national strategy for the sea and oceans



- On July 2009, the President of the Republic asked for a “Blue Book” on France’s maritime policy. The document has been adopted in december 2009 .
- This Blue Book presents a strategic vision of the maritime policy France intends to implement and defines its major lines .
- It will serve to define action in the maritime sector, whether international, European Union or at national or local level .

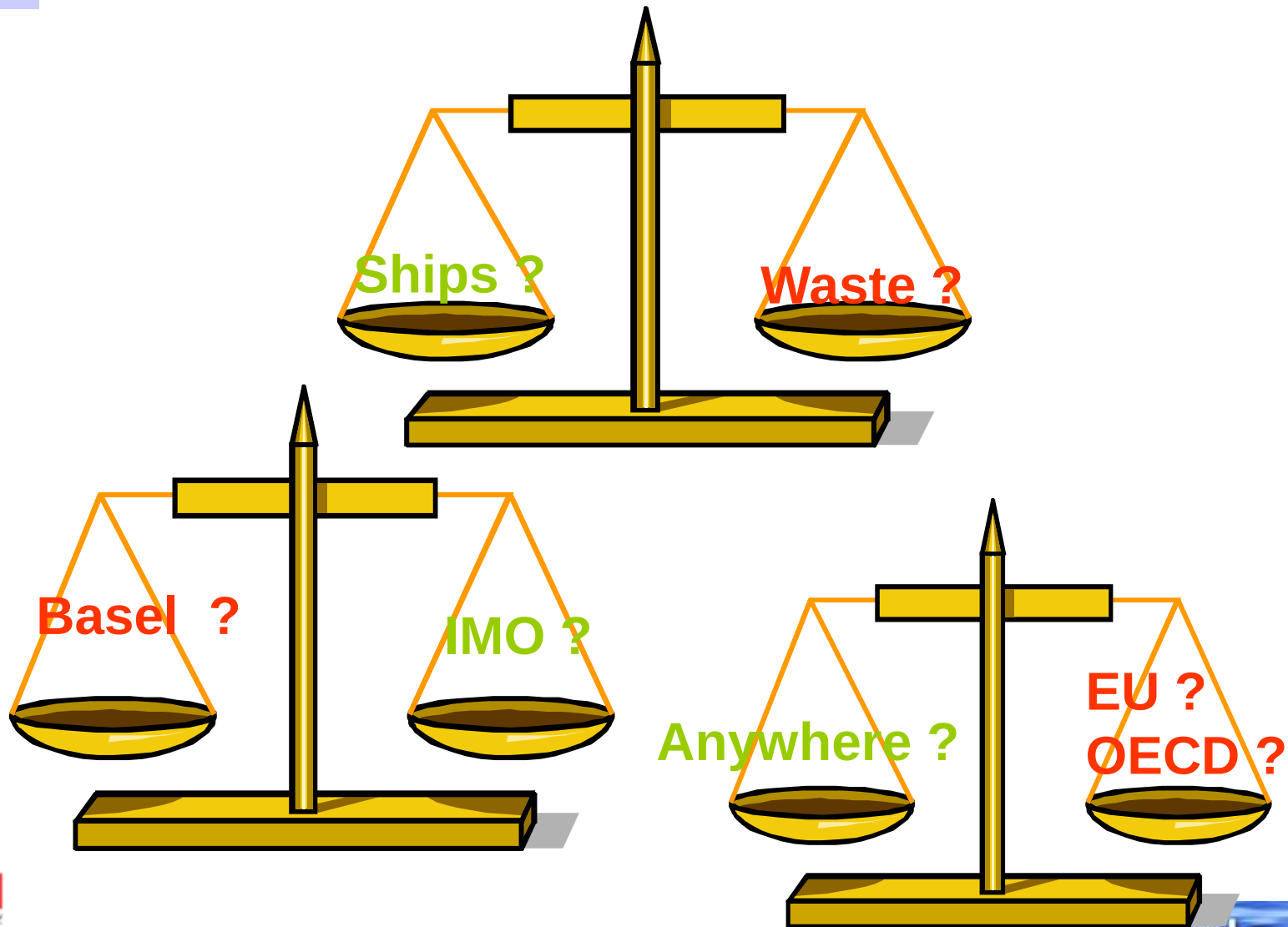


I/ France's strategy on ship recycling (1/3)

- France intends to **ratify the Hong Kong Convention as soon as possible** (objective 2010) and will work actively at international level to advance its entry into force.
- At the same time, this country will support an EU approach to apply its provisions in advance in agreements with third countries, thus exemplifying the important role Europe will play in supporting the upgrading of these countries' shipyards.



I/ Relationship between HK Convention , Basel convention and EU legislation





I/ France's strategy on ship recycling (2/3)

- Further studies will be made to develop national or joint European solutions for dismantling certain types of vessel taking into consideration **economic viability** and the **existing industrial structure**, within a perspective of sustainable development.



I/ France's strategy on ship recycling (3/3)

- This applies to low-tonnage vessels (particularly fishing boats and yachts), for which some contractors have already established a position.
- The aim will be not to subsidise a sector but to ensure that initiatives by small firms or large industrial groups are supported and encouraged.



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II / Stakeholders

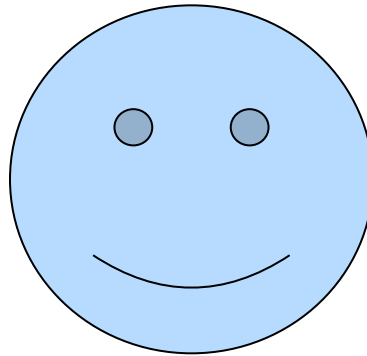


IMO

Hong Kong Convention

Ships

certified



Recycling facilities

authorized

Administration (Flag State)
And
Shipowner

Competent authority (SR State)
And
Recycling Company



II/ Early implementation of the HK Convention (who are the stakeholders ?)

- HK Convention

- Flag States
- Recycling States
- Shipbuilders,
- Ship recycling industries
- Shipowners, (Cashbuyers)

- French stakeholders

- Flag State
- Recycling State ?
- Shipbuilders
- Ship recycling industries
- Shipowners





II/ French Ship owners /ship builders

- French Ship owners
 - Generally buy new ships and sell them when they are still relatively young (average 7,4 years old)
 - Mainly concern by Inventory of Hazardous Materials (new and existing ship)
 - Are anxious to preserve their competitiveness
- French ship builders
 - Involve with IHM



II/ Abandoned ships: Stakeholders ?

- France is confronted with the confiscation of ships breaching the law or/and with the abandonment by sub standards owners of trading vessels in its ports
- Capacities to turn against these owners are very low, including by way of national or international justice.
- Under these conditions, for the national authorities, the only means of separating from these ships in very bad condition is to deal with their dismantling financially and technically.

II/ French ship recycling facilities (Once upon a time in France (1978))



II/ French ship recycling facilities

- Mainly for low-tonnage vessels (particularly fishing boats and yachts).



- A specific site dedicated for military ships is still to be decided.



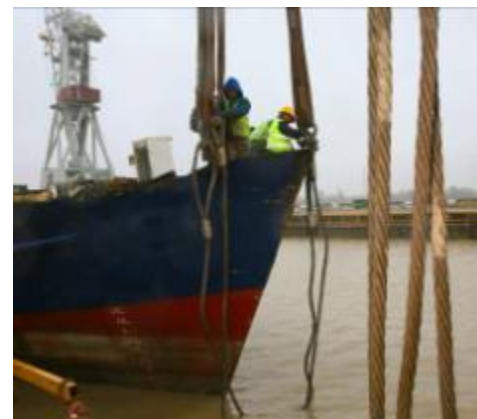


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III/ French Ship Recycling facilities

Site de Bassens



III/ French Ship Recycling facilities

Site de La Turballe





III/ French Ship Recycling facilities

Site du Havre



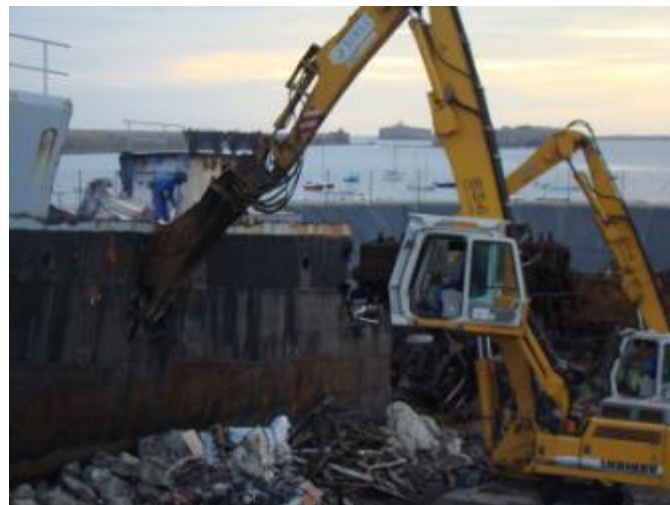
III/ « Beaching » Lucifer (Cherbourg)



III/ « Beaching » Lucifer (Cherbourg)



III/ « Beaching » Lucifer (Cherbourg)



III/ French ship , EU facility



III/ Military Ships : Where are we today ?

● New construction

- Issue and maintain Inventory of Hazardous Materials

● Existing Ship

- Issue Inventory of Hazardous Materials

● Withdraw from operational service

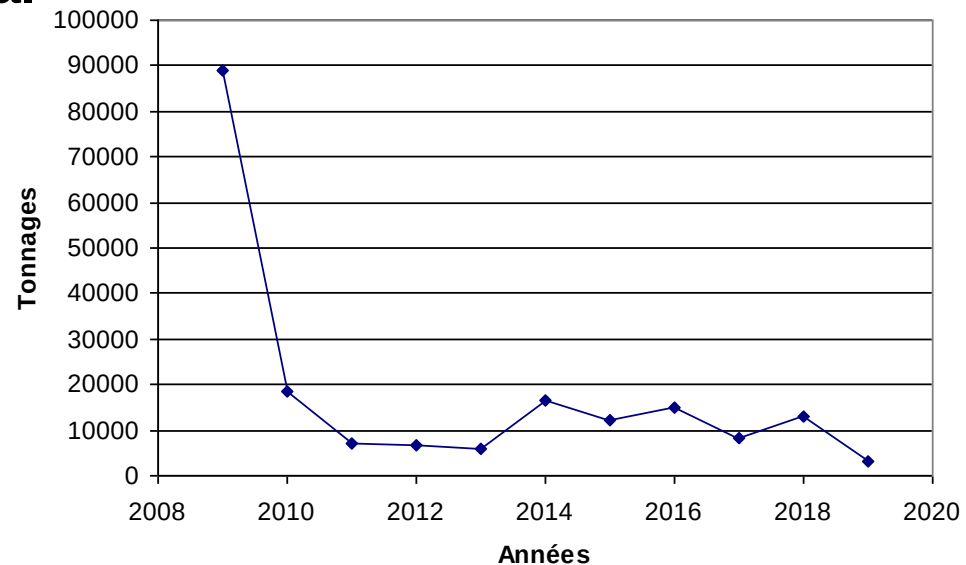
- Strip ship
- Breakwater; museum

● Vessel disposal programme

● High priority ship

● Award contracts (Inventory)

**Open competition
BUT
EU regulation**





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IV/ The way forward : IHM for new ship - French experiences

- Use the inventory as a prevention tool for crew, maintenance staff and workers
- Use the IHM as a central information tool (adding new columns reflecting the expectations of relevant legislation (hazard symbols, links to MSDS.....))



IV/ The way forward : IHM for new ship - French experiences

- Enlarge the list of HAZMAT to other substances that could be subject to restrictions or bans in future (anticipation of the EU regulations – REACH – by using the Material Safety Data Sheet as a standard of information)



IV/ Horizon frigate

- **Horizon** : AA frigate 7000 t
- IHM has been asked at the end of the construction phase (but before operational phase)
- Difficulty to get all the relevant information



IV/ IHM for Horizon frigate : an overview

16	INVENTAIRE DES SUBSTANCES DANGEREUSES (ISD) / INVENTORY OF HAZARDOUS MATERIALS (IHM)	
17		
18		
19		
20	Nom du navire / Name of the Ship:	xxxx
21	N° de coque / Hull number	xx
22	TYPE:	xx
23	Date de construction (livraison) / Date of construction (delivery) :	19-déc-08
24		
25	Numero ISD / IHM Number :	xx
26	Version initiale de l'ISD / IHM Initial version :	V1.0
27	Date de la version initiale / Date of initial version :	28-mai-10
28		
29	Date de délivrance du certificat international d'ISD (ou équivalent) / Delivery date of International Certificate on IHM (or equivalent)	28/05/2010
30	Nom de l'organisme officiel attestant le certificat / Name of authorized official issuing the certificate	BUREAU VERITAS
31	Numéro d'identification de l'organisme officiel / Identification number of authorized official Authority	xxx
32		
33		
34		
35		
36	1ère mise à jour (nom) / 1st updating (name):	
37	Date de la mise à jour / Date of updating:	
38	Version :	
39	Date de délivrance du certificat international d'ISD (ou équivalent) / Delivery date of International Certificate on IHM (or equivalent)	
	Nom de l'organisme officiel attestant le certificat / Name of	
	SHIP identity	READ ME
	IHM Part I	IHM Part II
	IHM Part III	Radioactive elements
	PAINTING	

**Tabs
dedicated for
easiest use**



IV/ IHM for Horizon frigate : read me first

FRANCAIS	ENGLISH
INVENTAIRE DES SUBSTANCES DANGEREUSES (ISD)	INVENTORY OF HAZARDOUS MATERIALS (IHM)
CONTEXTE de REALISATION des ISD des FREGATES HORIZON	CONTEXT of IMPLEMENTATION of IHM for HORIZON FRIGATES
1/ Documents de départ	1/ Reference documents for IHM establishment
> Résolution OMI A962(23), pour la détermination des frégates dans la catégorie des navires neufs (cf.§3 "définitions" annexe 3) > Convention internationale de Hong Kong pour le recyclage sûr et écologiquement rationnel des navires (mars 2009). > Résolution OMI MEPC 179(59) du 17 juillet 2009, établissant les directives pour la réalisation de l'inventaire des matières dangereuses (annexe 2 du document MEPC 59/24/Add.1).. Utilisé pour le modèle normalisé d'inventaire le plus récent (cf Annexe 2). > Règlement (CE) n°1907/2006 du Parlement Européen et du Conseil du 18 décembre 2006, concernant l'enregistrement, l'évaluation et l'autorisation des substances chimiques, ainsi que les restrictions applicables à ces substances (REACH).	> Resolution IMO A962(23), used for the classification of the frigates as New ships (cf.§3 "definitions" item n°3) > HONG KONG International Convention for the safe and environmentally sound recycling of ships, 2009. > OMI MEPC 179(59) Resolution dated from the july 17th of 2009, establishing the guidelines for the Inventory of Hazardous Material (annex 2 of the MEPC document 59/24/Add.1). Used for the most updated normalised format of inventory (cf Annexe 2). > Regulation (EC) No 1907/2006 of the European Parliament and of the Council of 18 December 2006 concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH).
2/ Périmètre couvert par chaque onglet	2/ Perimeter covers by each sheet
Onglet "IHM Part I"	IHM Part I sheet
> Onglet dédié aux matériaux contenant des substances dangereuses <u>a minima</u> inscrites au tableau A et B de la résolution MEPC 179(59): Tableau A: Amiantes, PCBs, substances qui appauvrissent la couche d'Ozone, systèmes antisalissure contenant des composés organostanniques en tant que biocide. Tableau B: Cadmium et ses composés, Chrome hexavalent et ses composés, Plomb et ses composés, Mercure et ses composés, les PBB, les PBDE, les Naphtalènes polychlorés (plus de 3 atomes de chlore), certaines Paraffines chlorées à chaîne courte (alkanes, C10-C13, chloro). Nota: les Substances Radioactives font l'objet d'un onglet spécial pour des raisons de conformité à la loi française. > Exemption de matériaux: 1/ Métaux solides ou alliages métalliques de la coque, la superstructure, les tuyautages ou les logements des équipements et des machines - y compris la tôle de blindage- Ces matériaux principaux d'un navire ne constituent pas une préoccupation primordiale du point de vue de la santé de l'homme ou de la pollution des mers. 2/ Les matières plastiques de toute nature (élastomères, thermoplastiques, thermodurcissables). 3/ La phase maintenance des bâtiments est intégrée dans le processus. C'est la raison pour laquelle le chapitre 1.1 fait état d'autres substances à risques, contenues principalement dans les peintures, ceci afin également d'anticiper de futures évolutions réglementaires (règlements Européen REACH & CLP). 4/ Les niveaux de seuils imposés par la réglementation ne sont pas utilisés. L'information réputée réglementaire est la Fiche de Données de Sécurité (FDS), qui doit être fournie en Français et en seize	> Sheet dedicated to materials containing, at a minimal level, dangerous substances registered on the Table A and B of the resolution MEPC 179 (59): Table A: asbestos, PCBs, substances depleting Ozone containing organotin compounds as biocide. Table B: cadmium and its compounds, Chromium hexa compounds, Mercury and its compounds, the PBB, the PBDE, thal: 3 atoms of chlorine), certain short chain chlorinated Note: Radioactive Substances are the object of a special sheet in French law. > Exemption of materials: 1/ Solid Metals or metal alloys of the hull, the superstructure, the piping or the equipment housings and machines - including armour plating These main materials of a ship do not constitute an essential preoccupation for human health or the pollution of seas. 2/ Plastics of all kinds (elastomers, thermoplastics, thermodurcissables). 3/ The maintenance phase of ships is integrated in the process. It is the reason for which the chapter 1.1 states the other substances at risks, contained mainly in the paintings, this in order to anticipate of future statutory evolutions (European regulations REACH and CLP). 4/ DCNS wished not to take into account levels of thresholds imposed by the rule. The statutory renowned information is the Material Safety Data Sheet (MSDS), which must be supplied in French

A specific tab to explain the context of realization of the inventory.



IV/ IHM for Horizon frigate : IHM improvement

PART I - Matériaux contenus dans les structures et équipement du navire / Materials contained in structure and equipment of the ship

1.1 Peintures et systèmes de revêtement / PAINTS AND COATING SYSTEMS

New column are needed...

Matériel concerné / Material concerned			Information sur les substances dangereuses / Hazardous Substance information					
PRODUIT / PRODUCT (peinture, résine, EEE, coating...)	Désignation matériau ou équipement / Material or equipment designation (if any)	Marque ou référence / Brand or reference name (if any)	Nom de la substance dangereuse (en Français) / Hazardous Substance name (in french)	numéro CAS / CAS number	numéro EC / EC number	Directive 67/548 CE Risk Symbol	CLP Rule 1272/2008 Risks Symbol	FDS Link
▼	▼	▼	▼	▼	▼	▼	▼	▼
Paint	A31	KOLORIAN	Naphta lourd (petrole), hydrodésulfuré	64742-48-9	265-150-3	Xn		FDS
Paint	A31	KOLORIAN	2-butanone-oxime	96-29-7	202-496-6	Xn		FDS

Link to the MSDS ... (opens
with a simple click, the record
developed by the manufacturer)



IV/ IHM Part I for Horizon frigate : Paintings

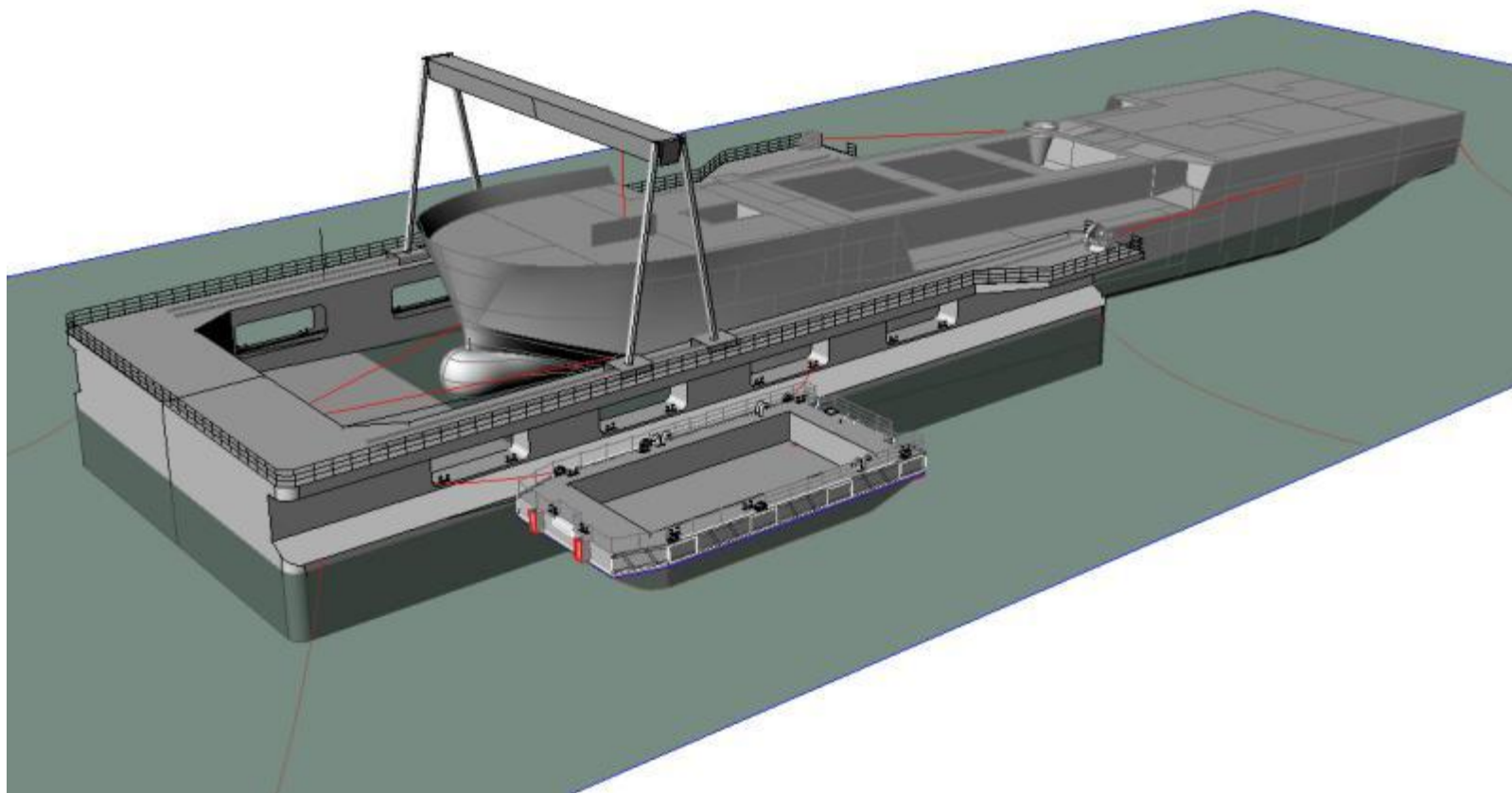
INVENTAIRE DE SUBSTANCES DANGEREUSES / INVENTORY OF HAZARDOUS MATERIALS									
Localisation des gammes de peintures Location of paint range									
a) selectionner d'abord le local , puis la surface sur laquelle vous devez intervenir (le plafond, la cloison ou le pont),									
b) Noter la gamme de référence la peinture (D7, C4, E1) de cette surface, et vérifier sa composition dans le tableau "Ranges of Paints" situé à droite du premier tableau									
c) Vérifier les contenus de chaque peinture en faisant un tri dans l'onglet "IHM Part I" - colonne C									
d) Consulter la MSDS (Material Safety Data Sheet) de chaque peinture pour l'évaluation des risques ;									
e) Adapter vos mesures de prévention avant de commencer tout travaux.									
a) Select first the room , then the surface on which you have to intervene (the ceiling, the bulkhead or the deck),									
b) Note the reference range of the painting (D7, C4, E1) of this surface, and verify its composition in the table "Ranges of Paints" situated on the right of the first table (col)									
c) Verify the contents of every painting by making a sorting in the sheet "IHM Part I" - column C,									
d) Consult the MSDS (Material Safety Data Sheet) of every painting for the evaluation of the risks,									
e) Adapt your measures of prevention before beginning any work.									
Pont / DECK REF	N° Local / Room Number	Désignation du local en français	Room designation in English	Gamme dominante du local / Room main paint range	Gamme de pont / Deck range	Cloison sur l'avant isolée / Fore bulkhead insulated	Cloison sur l'avant non isolée / Fore bulkhead not insulated	Cloison sur l'arrière / Ports not	Cloison sur l'arrière / Ports not
5 DECK	A0000	MAILLE VIDE	COFFERDAM	E1	-	E1	-	-	-
TANK TOP	A0000	DOME x	x DOME	E6	-	E6	-	-	-
1 DECK	B0000	EXTERIEUR (AV)	EXTERIOR	B1	C3	-	-	-	-
2 DECK	B0000	COURSIVE	PASSAGEWAY	D7	C4 A	-	D1-D9	-	-
2 DECK	B0000	LOCAL SECHAGE	DRYING ROOM	D7	C4 A	D7	-	-	-
2 DECK	B0000	LOCAL COMPRESSEUR	COMPRESSOR ROOM	D7	C4 A	-	D1-D9	-	-
2 DECK	B0000	DISPONIBLE (OPTION x)	AVAILABLE (ADDITIONNALx)	E1	-	E1	-	-	-
3 DECK	B0000	SOUTE MAITRE DE MANOEUVRE	BOSUNS STORE	D4	C4 B	-	D1-D6	-	-
3 DECK	B0000	SAS	SAS	D7	C4 A	D7	-	-	-
3 DECK	B0000	DISPONIBLE (OPTION V.L.S.)	AVAILABLE (ADDITIONNALx)	E1	E1	E1	-	-	-
4 DECK	B0000	LOCAL TECHNIQUE PROPULSEUR D'ETRAVE	BOW THRUST EQUIPMENT	D4	C4 B	D4	-	-	-
5 DECK	B0000	PROPULSEUR D'ETRAVE	BOW THRUST	D4	C4 B	D4	-	-	-
TANK TOP	C0000	MAILLE VIDE	COFFERDAM	E1	-	E1	-	-	-
1 DECK	B0000	EXTERIEUR (AV)	EXTERIOR	B1	C3	-	-	-	-
2 DECK	B0000	COURSIVE	PASSAGEWAY	D7	C4 A	D7	-	-	-
2 DECK	D0000	COURSIVE	SAS	D7	C5	D7	-	-	-
2 DECK	B0000	SOUTE MATERIEL MEDICAL NO 2	MEDICAL STORE NO 2	D7	C4 A	D7	-	-	-
2 DECK	E0000	CAMBUSE DE SECOURS	EMERGENCY PROVISIONS	D7	C4 A	D7	-	-	-
3 DECK	B0000	SOUTE A BAGAGES OFF.	OFF. BAGGAGE STORE	D7	C4 A	D7	-	-	-
3 DECK	B0000	COURSIVE	SAS	D7	C4 A	D7	-	-	-
3 DECK	C3022	COUBSIVE	SAS	D7	C4 A	D7	-	-	-

A tab dedicated to maintenance has been added.

Gamme de Peintures / Ranges of paint		Poids global / Global weight (kg)
Range A1 bis	Intersmooth ecoflex 460	40
Range A1 bis	Intersmooth ecoflex 460	40
Range A1 bis	Intersmooth ecoflex 460	40
Range A2	Intergard 263	30
Range A2	Intersmooth ecoflex 465	40
Range A2	Intersmooth ecoflex 465	40
Range A2	Intersmooth ecoflex 465	40
Range A3	Intergard 263	<5
Range A3	Intersmooth ecoflex 465	<5
Range A3	Intersmooth ecoflex 465	<5
Range A4	M105	<5
Range A4	Intergard 263	<5
Range A4	Intersmooth ecoflex 465	<5
Range A4	Intersmooth ecoflex 465	<5
Range A5	Intersmooth ecoflex 465	<5
Range A5	Intersmooth ecoflex 465	<5
Range B1	Intergard 276	370

IV/ Research Project (CalMAAR)

Cale Mobile Adaptée Au Recyclage





WEBSITE

- JETRO Research of detailed information on Ship Dismantlement in France and Europe (2007) (http://www.mltc.fr/mltc/reference_client_e.php)
- <http://www.sgmer.gouv.fr>
- http://www.sgmer.gouv.fr/IMG/pdf/2007-06-18_-_Rapport_MIDN_english_version.pdf
- http://www.legrenelle-mer.fr/IMG/pdf/Livre_bleu_anglais_web.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Livre_Bleu_-_English_version.pdf
- <http://ec.europa.eu/environment/waste/ships/index.htm>



website

- <http://www.sgmer.gouv.fr>
- http://www.sgmer.gouv.fr/IMG/pdf/2007-06-18_-_Rapport_MIDN_english_version.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_1_Economic_factors.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_2_Dismantling_countries.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_3_Dismantling_site_in_Europe_and_OECD.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_4_Legal_analyses.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_5_Ill_suited_Basel_Convention.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_6_ILO.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_7-8_IMO_and_green_passport.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_9_mechanisms_to_provide_dismantling_assistance.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/2007-07-16_-_Annex_10_Fleets_to_be_dismantled.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_11_Fishing_vessels_and_pleasure_craft.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_12_Off_shore_platforms.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_13_Prior_cleaning_before_dismantling.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_14_Technical_and_Industrial_Processes.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_15_Products_and_waste_derived_from_dismantling.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_16_Economic_analysis_of_dismantling.pdf
- http://www.sgmer.gouv.fr/IMG/pdf/Annex_17_Specific_action_by_the_EU.pdf