

Hong Kong Convention on Recycling

Background:

Ship recycling is a long-established practice for dealing with ships at the end of their operational life and is widely regarded as the best, i.e., most practicable, option. The entry-into-force conditions of the Hong Kong Convention were met on 26 June 2023 and, therefore, the Convention will enter into force on 26 June 2025.

Recycling of ships is also a key activity which besides commercial implications has environmental impacts associated with it. IMO has an instrument in **Hong Kong Convention** which regulates the recycling aspect. The **Basel Convention** on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal controls the international trade in hazardous wastes and certain other wastes also has implications for recycling.

The interplay between these two conventions has been discussed at MEPC 81 and is being taken up further both at **MEPC and Conference of Parties to the Basel Convention**.

Paper on Implementation of the Hong Kong Convention:

Considering the various discussions and progress at IMO on the issues with the entry into force of Hong Kong Convention, prepare submissions considering the developments taking place in the maritime field as submission to MEPC:

1. develop documents to progress the work further for recycling of ships in an environmentally sound and compliant manner.

To assist in the following documents are being shared while the participants who may also consider reading other submissions on recycling and issues related to it and the process which led to the Hong Kong Convention.

- i. MEPC 81/15/1
- ii. MEPC 81/15/5
- iii. MEPC 81/16 (Agenda 15)
- iv. MEPC 82/16

Thus, while the background papers are intended to give the participants a view of how MEPC is progressing on this aspect of Hong Kong Convention Implementation and understand the progress made till date, the objective is to now develop documents which along those lines which can guide further work at the MEPC including research on the environmental impacts.

The Teams have to submit their paper as per the Role assigned to them in accordance with the Table below:

TABLE:

A	B	C	D	E
Developed Nation	Developed Nation	Developing Nation	Developing Nation	Developing Nation
Large fleet and quite aged fleet	Large fleet but modern fleet	Limited fleet and aged fleet	Large fleet with moderate age	Limited fleet but modern fleet
Minimal share in Ship recycling	Minimal share in Ship recycling	Large share in Ship recycling	Limited share in Ship recycling	Large share in Ship recycling
Environment sensitivity - moderate	Environment sensitivity - high	Environment sensitivity - moderate	Environment sensitivity - low	Environment sensitivity - low
Importance of ship recycling industry - low	Importance of ship recycling industry - low	Importance of ship recycling industry - moderate	Importance of ship recycling industry - low	Importance of ship recycling industry - high
Limited R & D in the field of ship design	Large R & D in the field of ship design	Limited R & D in the field of ship design	Large R & D in the field of ship design	Not applicable
Technology level in ship recycling – not relevant	Technology level in ship recycling – relevant and supportive of cooperation with breaking yards	Technology level in ship recycling - moderate	Technology level in ship recycling - high	Technology level in ship recycling - low
Infrastructure for ship recycling - nil	Infrastructure for ship recycling - nil	Infrastructure for ship recycling – large and HK Convention compliant	Infrastructure for ship recycling – moderate but based on using dock space for demolition	Infrastructure for ship recycling – moderate but developing for HK Convention compliance

Note: In order to inject realism and relevance into the exercise, the table has been drawn up on the basis of various aspects which influence the stands taken by various ‘Parties’ at the International Maritime Organization (IMO)

General guidelines:

1. The template for making a document for submission to IMO is available on the IMO website.
2. Teams are recommended to go through the circulars MSC-MEPC.1/Circ.5/Rev.5 dated 31st July 2023 ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES (**attached**) to guide them about the working of the committees at IMO and also in that the PROCEDURES FOR PREPARATION AND SUBMISSION OF DOCUMENTS.
3. The submission should be in Arial 11 and single spacing
4. The submission should be aligned basis points 1, 2 and 3 above.
5. Submitters are encouraged to familiarize themselves with the IMO Strategy on Reduction of GHG Emissions from Ships

Additional Guidance:

1. The Participants will additionally have guidance from Industry stalwarts (besides their own campus coordinators) who will act as Guides and be assigned to them. The Papers are to be prepared in the format similar to IMO (downloadable from the IMO website as a public user) and submitted as per schedule announced separately and available on the IMU website. After the last date of **Paper submission 1**, papers submitted by the Teams playing different roles will be shared, enabling participants playing a particular Role to understand the positions taken by the Teams playing other Roles, but not allowing them to see the Papers of teams playing the same role as their own. (For Example; the stream is having 30 participating teams for their topic, thus there will be six teams per Role category. Now Teams of Role Category A would get to see all papers of category B, C, D & E, but not the papers of category A. The rationale behind such disclosure is to make the participants to understand the viewpoints of the other categories of the same topic. Noteworthy part of the competition is that the papers of participants of the same category of same topic will not be subjected to the disclosure within themselves).
2. **Length of papers:** There is no restriction on the length of papers so as to encourage participants to do intensive research. However, it is strongly recommended to keep the contents relevant to the topic. Irrelevant information, duplication of information, plagiarism & copyright infringement may attract negative marking and in severe cases, papers may get disqualified.
3. After understanding the viewpoints of teams with different roles of the same Topic, each team can insert modifications, if any, to the contents of their Paper submission 1 (already submitted) and can submit a modified paper highlighting the changes as their **Final Paper**, (length of Final paper should not exceed by 2 pages from original paper submission 1), within the time prescribed in the schedule.