

COMMISSIONER Janez POTOČNIK
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22 May 2014
SENT BY E-MAIL

URGENT / RE: Imminent illegal export of *GLOBAL SPIRIT* from EU to India

Dear COMMISSIONER Janez POTOČNIK,

The NGO Shipbreaking Platform alerts with this letter the European Commission regarding a pending violation of the European Union (EU) Waste Shipment Regulation involving Spain or France as potential exporting states. We have information confirming that a vehicle carrier named the *GLOBAL SPIRIT*, currently in European waters, has been sold for breaking (see information and photo below).

Spain and France as exporting states are party to the Basel Convention on Transboundary Movements of Hazardous Waste and their Disposal. As Member States of the European Union, these countries are also legally bound to Regulation 1013/2006/EC on Shipments of Waste which incorporates the Basel Convention into Community law and includes the Ban Amendment on exports of hazardous waste to non-OECD countries.

The *GLOBAL SPIRIT* has been sold to Indian breakers and will be broken in Alang under conditions which cause great damage to the workers' health and lives, and the environment. The vessel is expected to contain hazardous materials such as asbestos, refrigerants and mercury within its structure and electronic equipment; operational oily wastes such as sludge and oil residues; and stores including paint tins and heavy cleaning agents.

The evidence of intent to break the ship is found in several subscriber data bases, such as Lloyds Marine Intelligence www.lmiu.com; shipping statistics website www.equasis.org; and was reported in Lloyds List 28 April: "Other sales included the 1987-built, 13.298 ldt car carrier *Global Spirit*, operated by World Marine Co and reported sold for delivery to Alang at \$512 per ldt, or \$6,5m". We also have information from the Turkish Ship Recyclers' Association that several Turkish ship recyclers in Aliaga were contacted by MOL/Nissan and asked to bid on the vessel early April. MOL/Nissan declined mid-April the highest offer from the Turkish breakers - \$380 per ldt.

Based on the information supplied above it is incumbent on Spain and France to act at once to enforce the EU Waste Shipment Regulation and prevent the imminent departure of the vessel *GLOBAL SPIRIT* to a non-OECD country for breaking. Also, in light of the new EU Ship Recycling Regulation which entered into force 30 December 2013, but is not yet applicable, we note that the *GLOBAL SPIRIT* would continue to be covered by the EU Waste Shipment Regulation as the vessel is registered under a non-EU flag. Further, the substandard beaching

practice in Alang, India does not comply with the new EU Ship Recycling Regulation's requirements for safe and environmentally sound ship recycling.

The departure of the ship from the EU can only be authorised if the ship owners can provide evidence that the *GLOBAL SPIRIT* will be broken in compliance with the EU Waste Shipment Regulation's ban on exports of hazardous end-of-life ships to non-OECD countries as well as requirements related to Prior Informed Consent (PIC) and Environmentally Sound Management (ESM).

As the *GLOBAL SPIRIT* has just been sold, and may at any moment sail to the ship dismantling facility, this is a matter of urgency. The NGO Platform on Shipbreaking therefore calls upon the European Commission to assist Spain and France in ensuring that illegal traffic does not occur and that they take steps to control the export of the *GLOBAL SPIRIT* in accordance with the EU Waste Shipment Regulation. We also urge the Commission to publicly articulate the legislative context of the EU on shipments of waste and to demand that all EU countries comply with these rules.

The NGO Platform on Shipbreaking stands ready to assist in this regard in any way we can and we hope to hear from you as to what actions you will be taking in this regard.

Sincerely yours,



Ingvild Jenssen
NGO Shipbreaking Platform

GLOBAL SPIRIT



CURRENT LOCATION:

Barbate - on its way to Vigo or Santander then Le Havre / ETA 29.05.14

DESTINATION:

Alang shipbreaking yards, India

OWNER:

Mitsui O.S.K. Lines Limited (MOL)

SHIP DETAILS:

Name	GLOBAL SPIRIT
IMO number	8517279
Flag	LIBERIA
Type of vessel	VEHICLE CARRIER
Size of vessel GT	47500
Year and place build	1987 – INNOSHIMA
Expected Hazardous Materials onboard	ASBESTOS, OIL RESIDUES, ELECTRONIC EQUIPMENT

OWNERSHIP DETAILS:

Beneficial owner	Mitsui O.S.K. Lines Limited (MOL) 1-1 Toranomom 2-chome Minato-ku Tokyo 105-8688 , Japan Tel: +81 3 35877015 Fax: +81 3 35877705, + Email: pblmo@mail.mol.co.jp Web: www.mol.co.jp
Commercial operator	MOL Ship Management Company Limited
Registered owner	World Car Carriers Incorporated
Class	Nippon Kaiji Kyokai (NK)

DEMOLITION DETAILS:

Destination	ALANG, INDIA
Price	US\$ 512/LT LDT
Sources	Lloyds List, www.equasis.org

FURTHER BACKGROUND

Vehicle carrier GLOBAL SPIRIT transports cars for Nissan on a regular route Morocco-EU-Turkey and is currently under long term time charter with HOEGH AUTOLINERS under the management of AUTROTRANS <http://www.autotrans.fr/> based in France.

The Platform has sent a letter to Mitsui O.S.K. Lines Limited (MOL) and Nissan Car Carriers calling for a sustainable solution for the dismantling of the GLOBAL SPIRIT under safe and clean conditions.

In 2013 Mitsui O.S.K. Lines Limited (MOL) sold six ships for dismantling on the beaches of South Asia:

- 1996 built wood chip carrier Daio Robin (IMO 9136905) sold to Alang breakers, India
- 1991 built wood chip carrier Ryu Yoh (IMO 8921444) sold to Alang breakers, India
- 1986 built roro Cosmos Venture (IMO 8600143) sold to Alang breakers, India
- 1988 built roro Solar Wing (IMO 8708244) sold to Alang breakers, India
- 1999 built tanker Diamond Jasmine (IMO 9177143) sold to Alang breakers, India
- 1994 built bulker Rubin (IMO 9064114) sold to Chittagong breakers, Bangladesh