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# Greece and Germany top EU list of worst global dumpers for 2013

03/02/2014

**3 February 2014** – The NGO Shipbreaking Platform has published the complete list of ships (<http://www.shipbreaking-platform.org/press-release-ngos-publish-2013-list-of-toxic-ship-dumpers-german-and-greek-shipping-companies-amongst-the-worlds-worst/>) that were dismantled around in the world in 2013. Of the 1213 large ocean-going vessels that were scrapped in 2013, 645 were sold to substandard beaching facilities in India, Pakistan and Bangladesh.

>> Download the list of all ships (PDF) (<http://www.offthebeach.org/wordpress/wp-content/uploads/2014/02/List-of-all-ships-dismantled-over-the-world-in-2013.pdf>)

>> Download the list of EU ships broken on the beaches of South Asian (PDF) (<http://www.offthebeach.org/wordpress/wp-content/uploads/2014/02/List-of-European-ships-broken-on-SA-beaches-in-2013.pdf>)

Approximately 40% of these ships were EU-owned. European ship owners sold a total of 372 large commercial vessels for breaking last year, of which 238, almost two thirds, ended up on a South Asian beach. Greece remains the worst European toxic ship dumper, closely followed by Germany. Owners in these countries disposed a record-high 80 percent of their end-of-life ships in India, Bangladesh and Pakistan, and included well-known companies such as Danaos and Euroseas (Greece), and Conti, Hapag-Lloyd and Leonhardt & Blumberg (Germany). Other European companies that have recurrently topped the lists of worst dumpers include Switzerland-based Mediterranean Shipping Company (MSC), with 9 ships dumped in India in 2013, and the Monaco-based Sammy Ofer Group, with 13 ships dumped in Bangladesh, Pakistan and India.

Comparatively, Japanese owners sent 43% of their ships to South Asia, whilst Chinese owners in vast majority opted for nationally available ship recycling capacity.

The new EU regulation on ship recycling entered into force on 30 December 2013. However, unless an economic incentive is added to it, the registration of European ships under flags of convenience will allow ship owners to sail around the new regulation and continue dumping their toxic ships in substandard facilities.

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