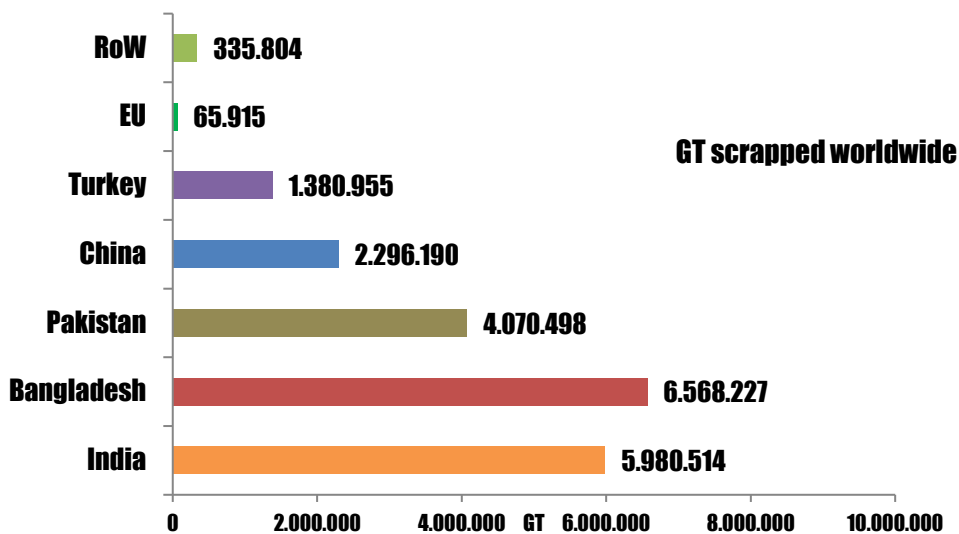
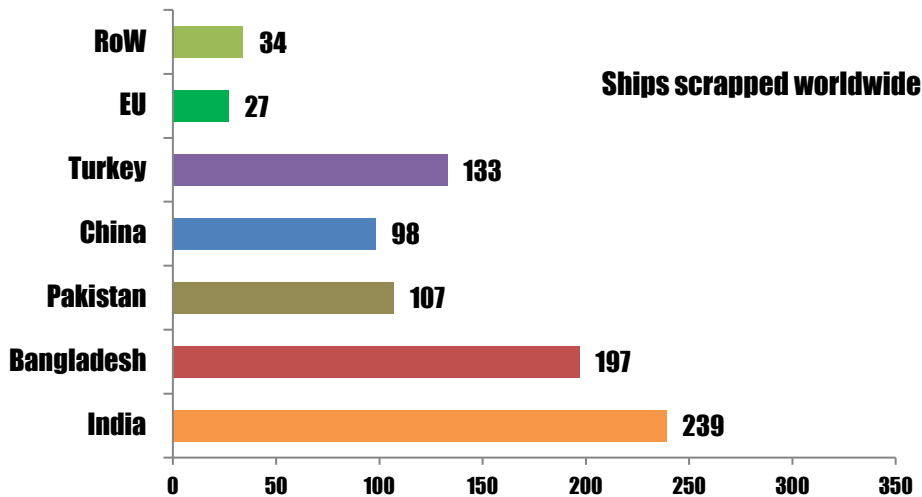


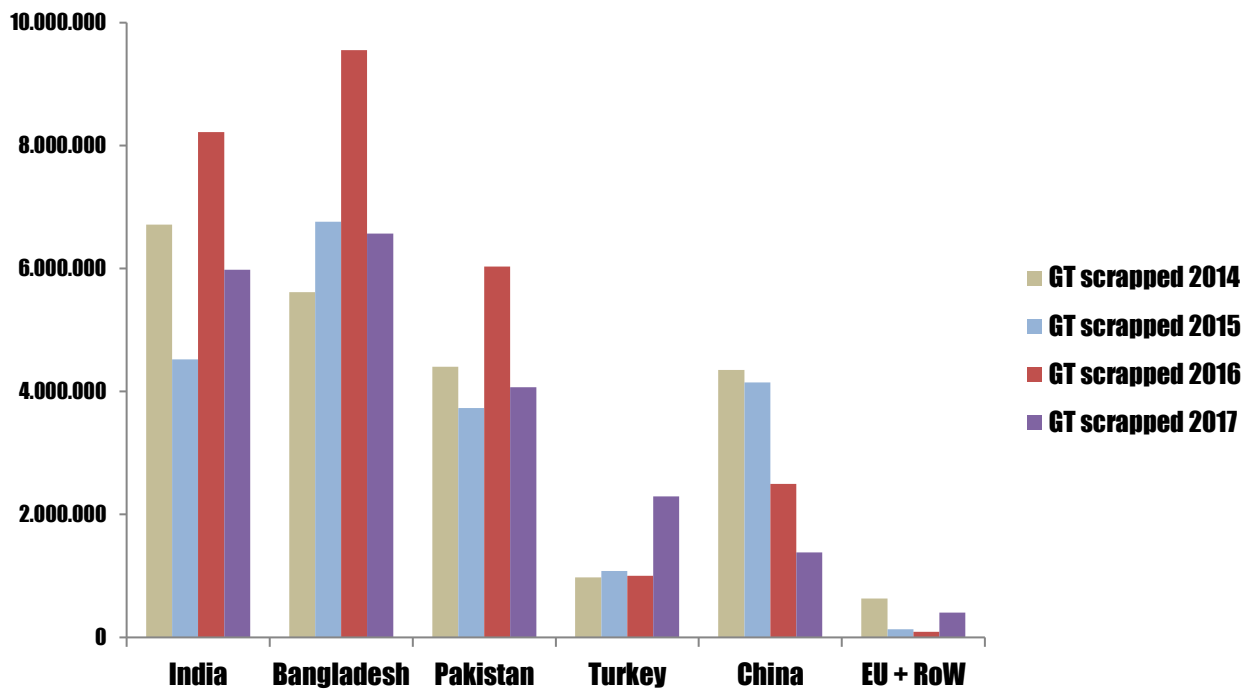
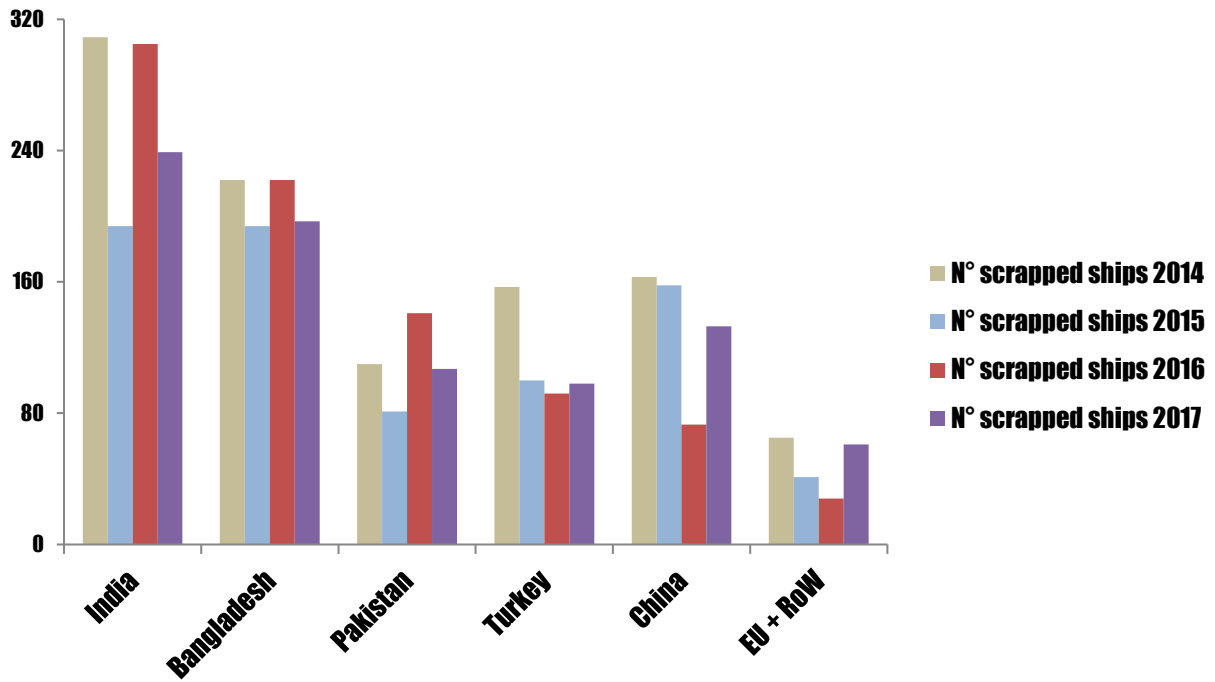


2017 List of all ships scrapped worldwide - Facts and Figures



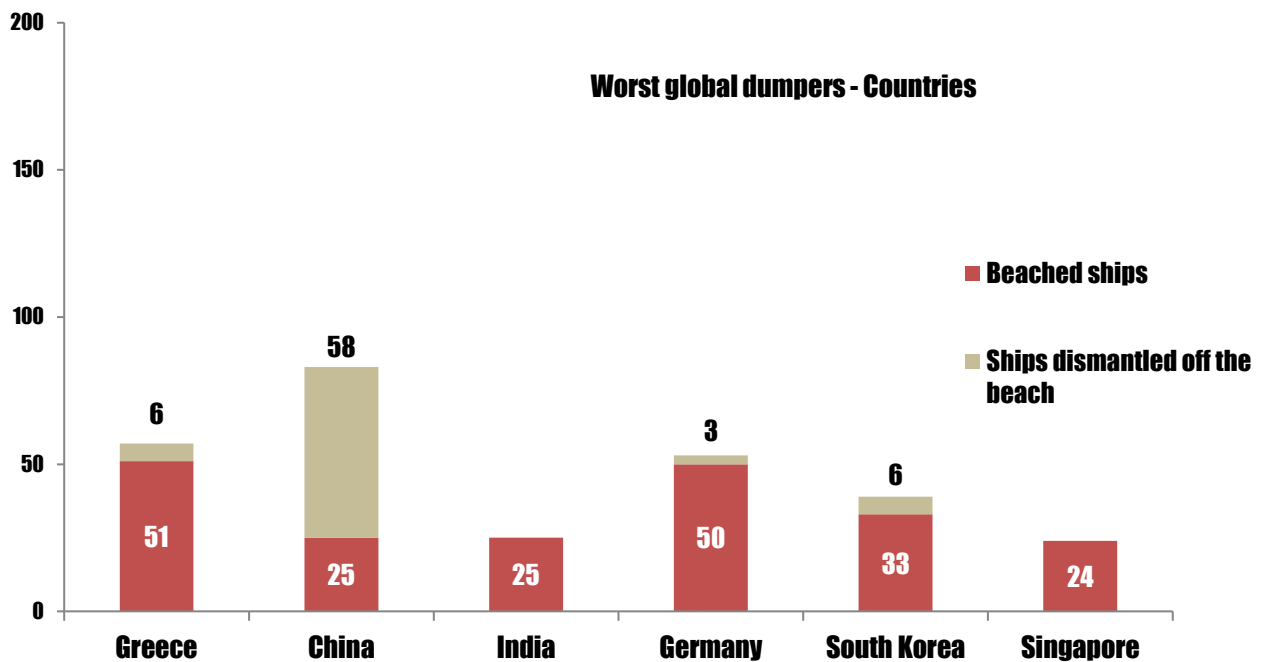
Analysis

- **835** ships dismantled worldwide – 543 ended up on the beach
- **20,7 million** GT dismantled worldwide – 16,6 million GT were beached
- **India** scrapped the most ships in numbers, but **Bangladesh** broke most in terms of GT, indicating that it was the preferred destination for the larger vessels
- **EU** ship recycling yards dismantled small-size vessels



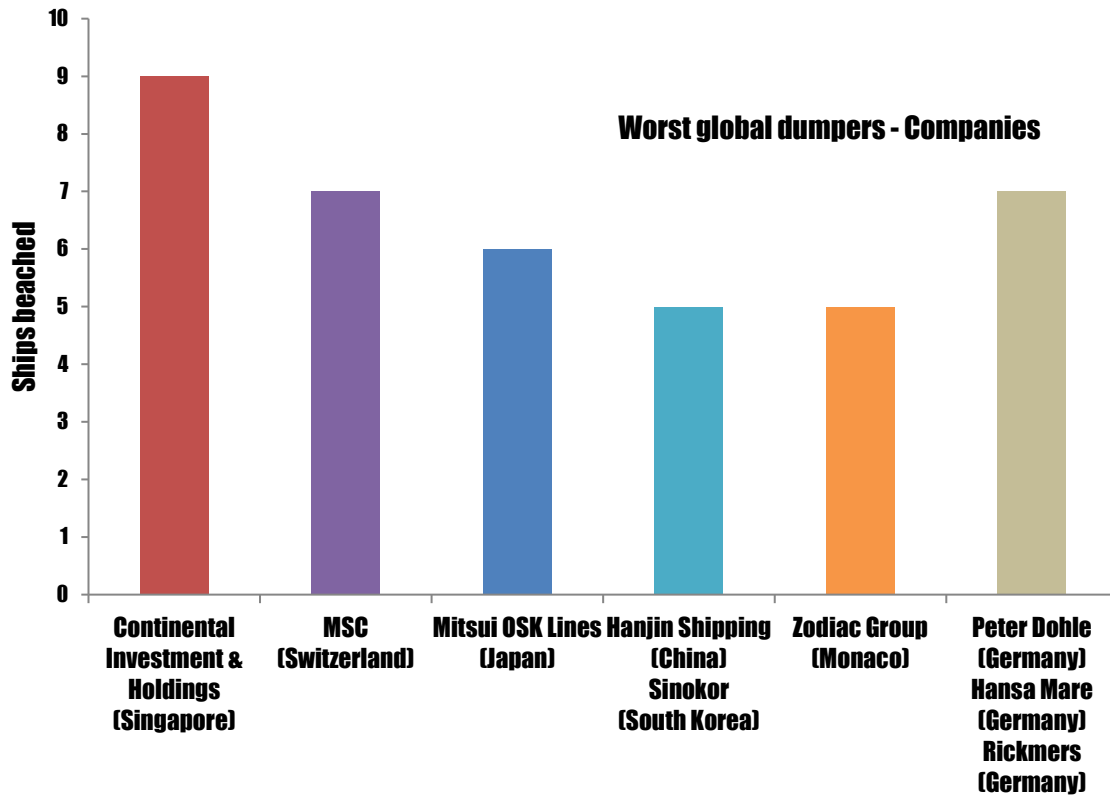
Analysis

- **India, Bangladesh and Pakistan** had a decrease in number of vessels and GT scrapped compared to last year
- **China** had an increase in number of ships but a clear decrease in GT recycled
- **Turkey, EU and RoW** scrapped more vessels than last year



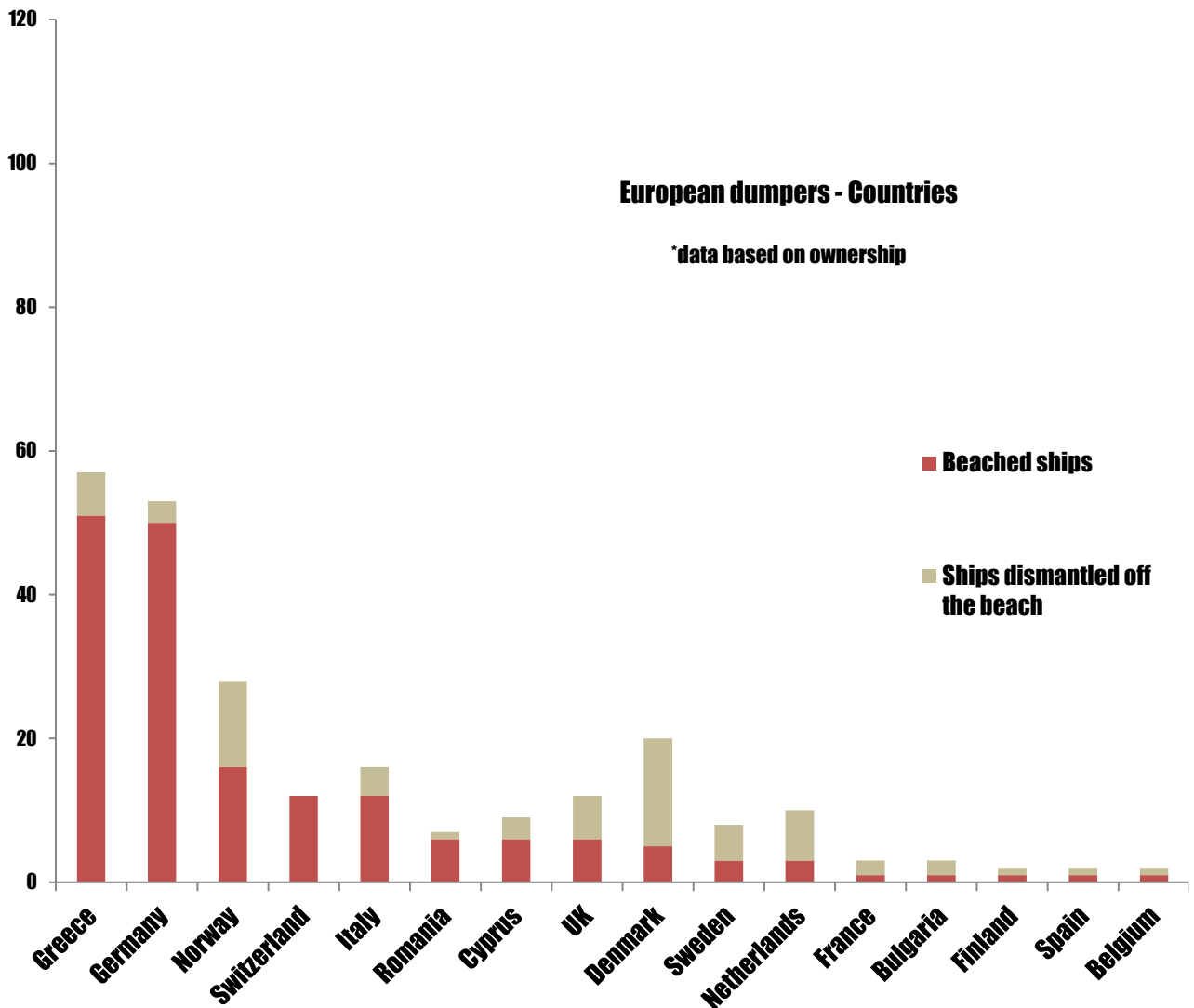
Analysis

- **Germany** is responsible for the worst shipbreaking practices amongst all shipping nations when one compares the size of its fleet to the number of ships broken irresponsibly
- **Greece** was responsible for the highest absolute number of ships sold to South Asian shipbreaking yards
- **China** sold comparatively fewer ships to South Asia than to national recycling facilities. This is mainly due to the subsidy policy adopted by the Chinese Government which supports the recycling and building of ships in China
- **India** sold all vessels to beaching facilities, 11 out of 25 were sold to Pakistan and Bangladesh.
- **Singapore** also sold all its ships to beaching yards, including to the Bangladesh breakers



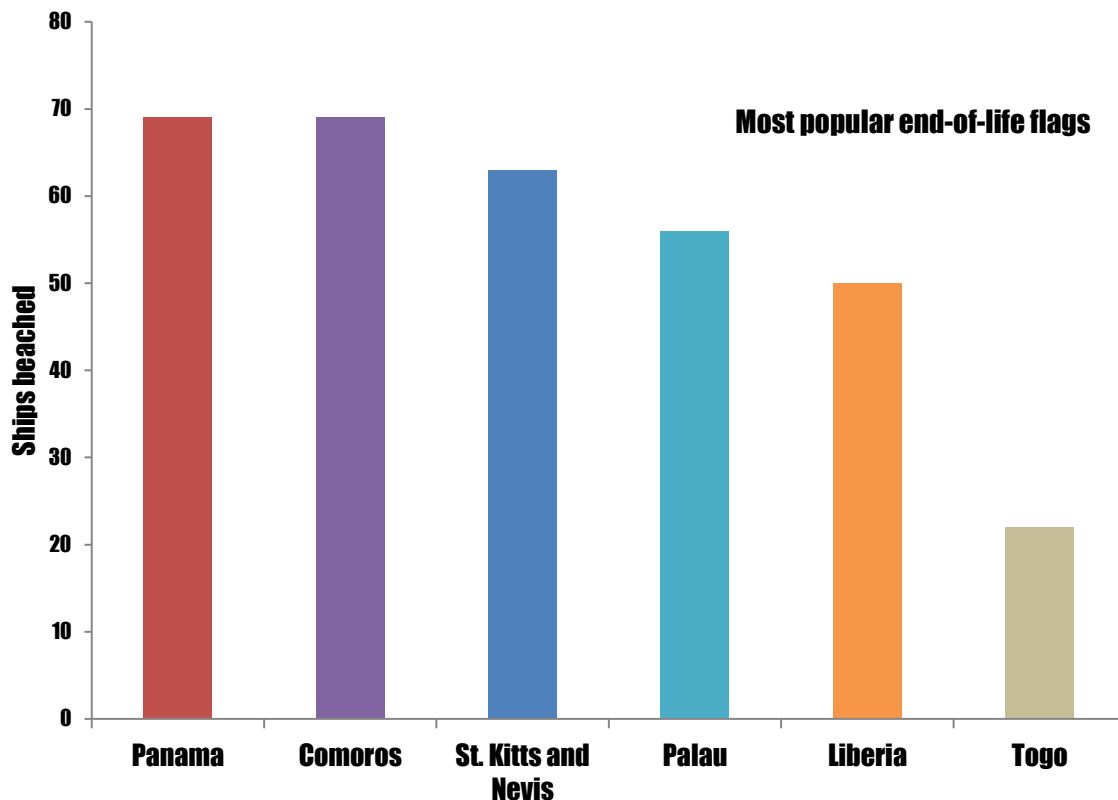
Analysis

- **The worst corporate dumper prize goes to the Singapore-based Continental Investment & Holdings (CIH), which sold 9 ships for breaking on the beaches in 2017, mostly to Bangladesh. The company, parent of Continental Shipping Line, has been linked to one fatal accident**
- **MSC was responsible for sending 7 ships to the shipbreaking yards of Alang, India. The shipping giant is one of the worst dumpers of all times**



Analysis

- **Greece** beached 89% of its vessels
- **Germany** beached one ship less than Greece, but 94% of all its vessels ended up in India, Pakistan or Bangladesh
- **Switzerland** sold all vessels to the beach
- **Norway** increased the number and percentage of vessels scrapped on the beach compared to last year



Analysis

- According to UNCTAD, almost 73% of the world fleet is flagged in a country other than the vessels' beneficial owner. This means that there is a huge discrepancy between the states where beneficial owners are based and the flag states which exercise regulatory control over the world fleet.
- 40% of all end-of-life ships beached in South Asia were imported under flags of convenience which are grey-or black-listed by the Paris and Tokyo Memorandum of Understanding, i.e. flags with a particularly weak record of enforcing international law. These included black-listed **St Kitts and Nevis** and **Comoros**. These "end-of-life flags" are hardly used during the operational life of a ship and offer special "discount rates" for last voyages and quick and easy short-term registration without any nationality requirements. They are particularly popular with cash-buyers that operate as middle men for sales to South Asian beaching yards.
- A popular new flag of convenience last year was **Palau**: a small island country in the Western Pacific Ocean and whose ship registry main offices are in Houston, USA and Athens, Greece.
- For more information on the use of FOCs at end-of-life, see our report: [What a difference a flag makes. Why ship owners' responsibility to ensure sustainable ship recycling needs to go beyond flag state jurisdiction \[2015\]](#)