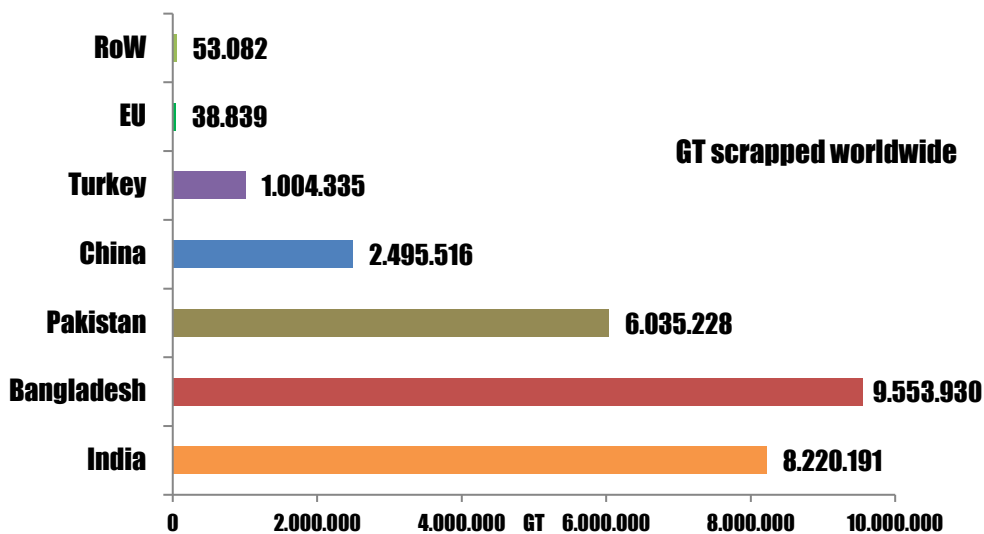
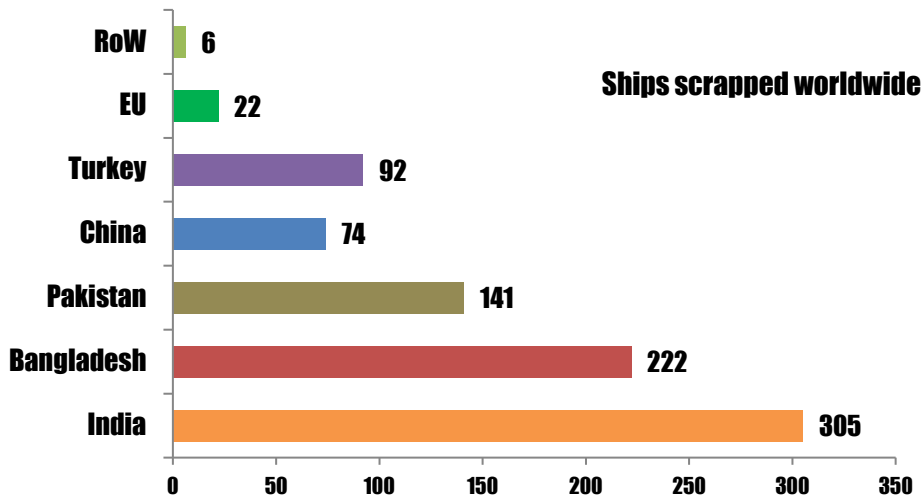


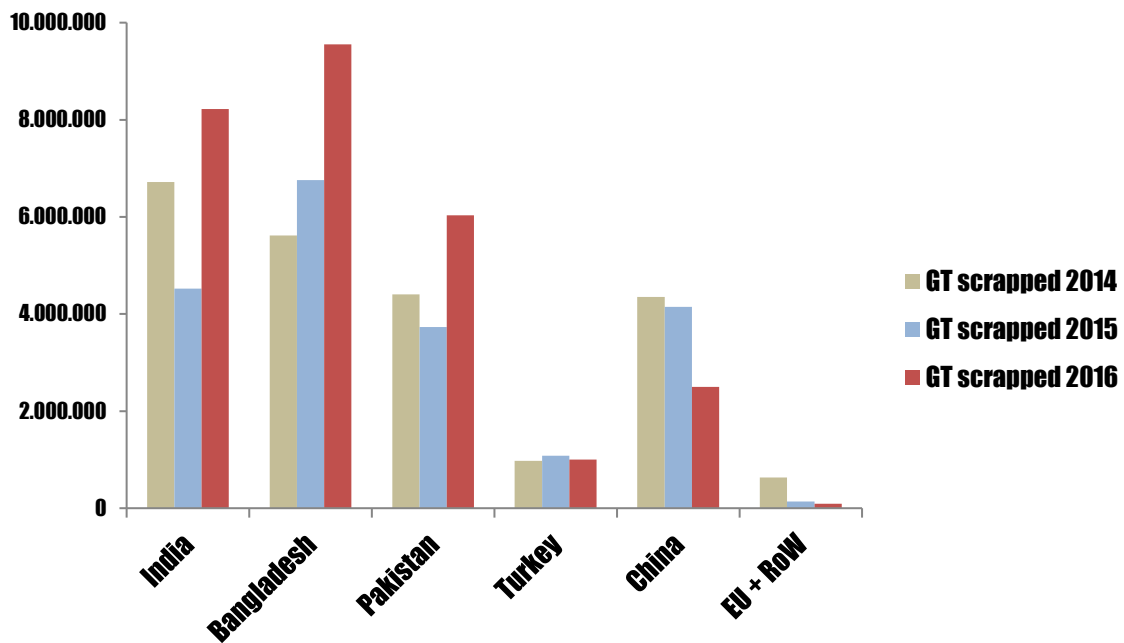
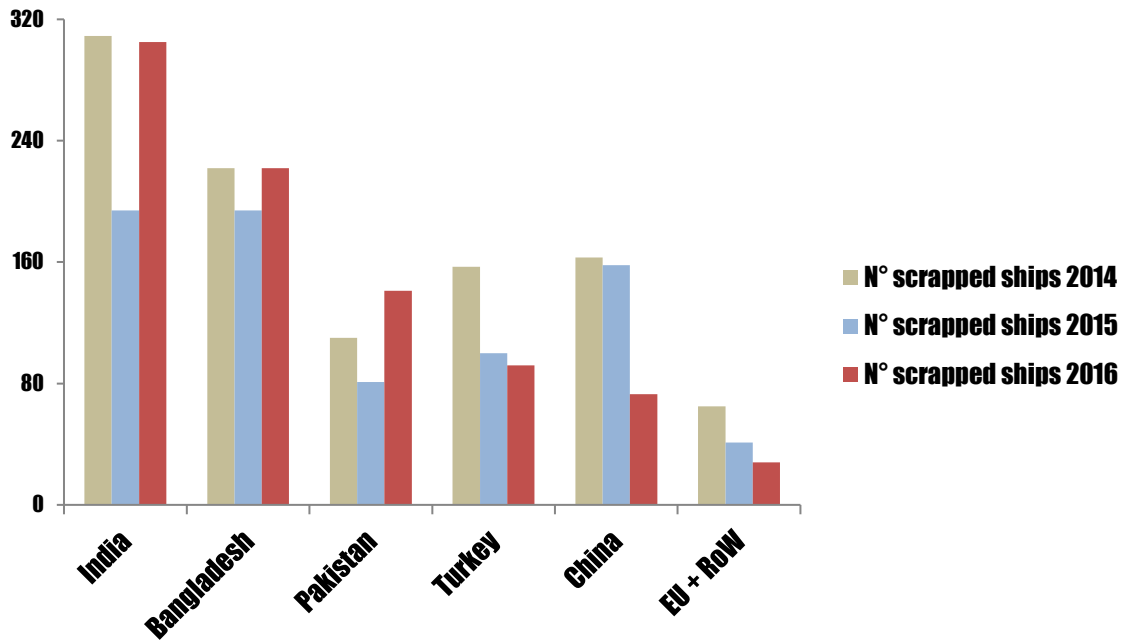


2016 List of all ships scrapped worldwide - Facts and Figures



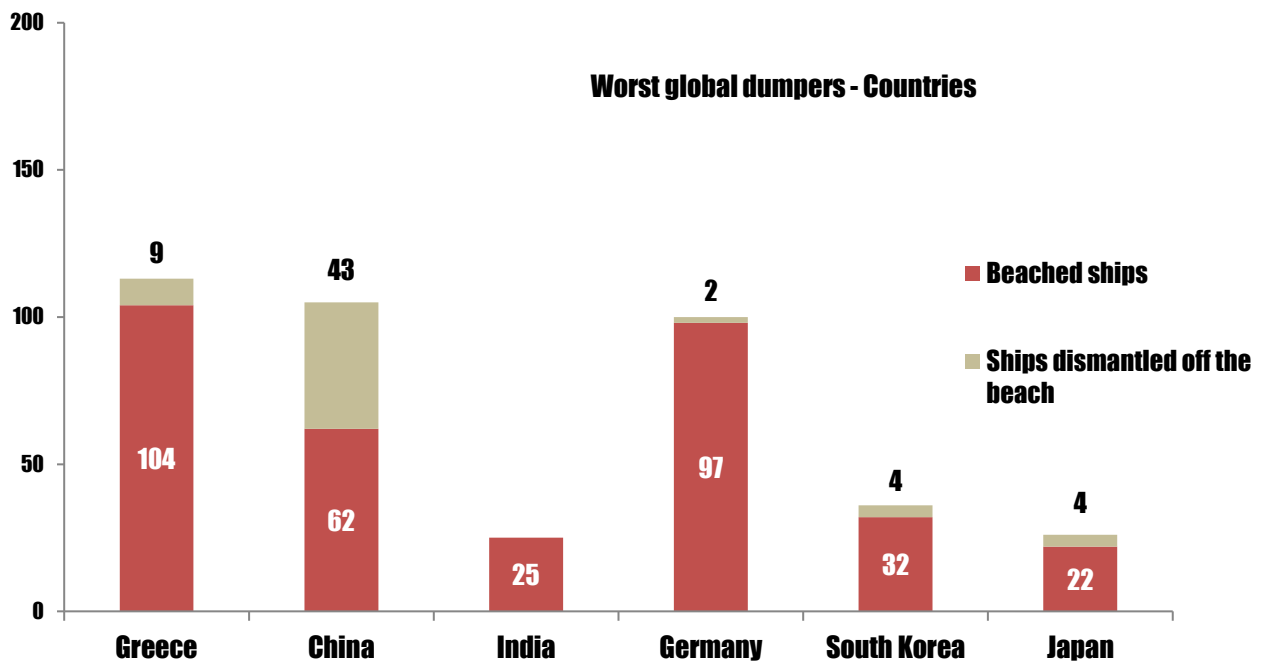
Analysis

- **862** ships dismantled worldwide – 668 ended up on the beach
- **27,4 million** GT dismantled worldwide – 23,8 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



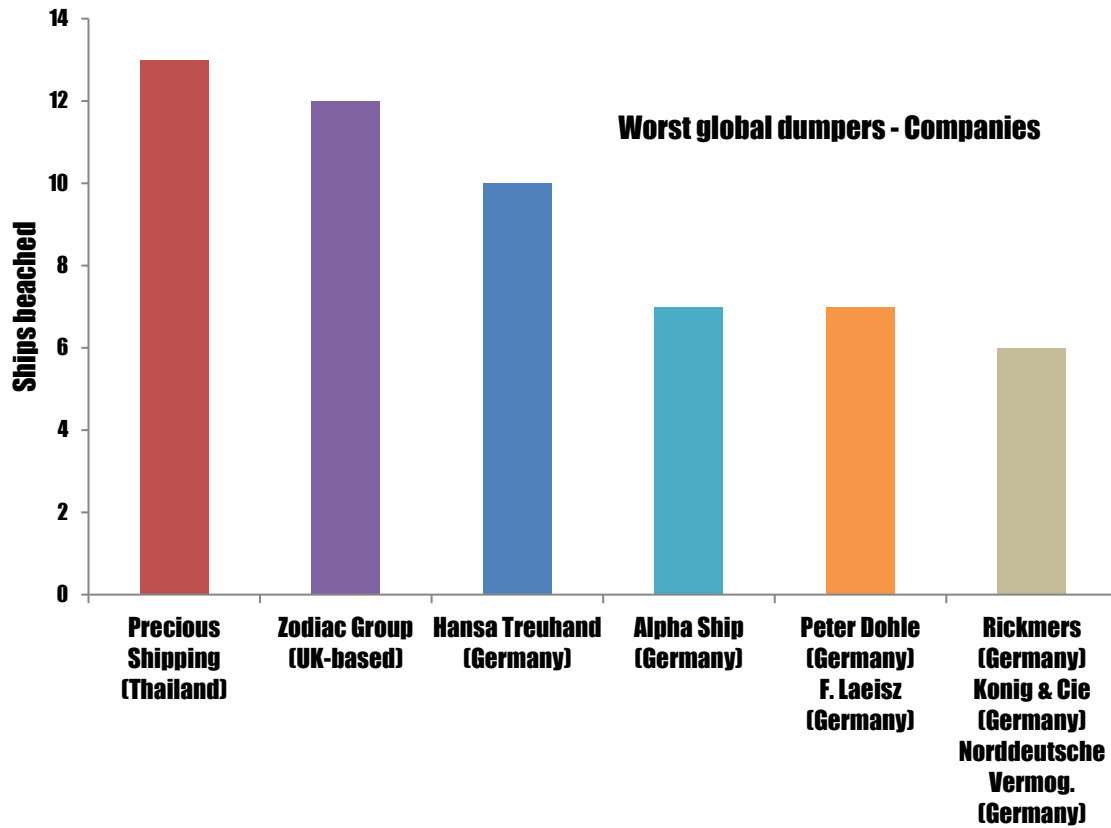
Analysis

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



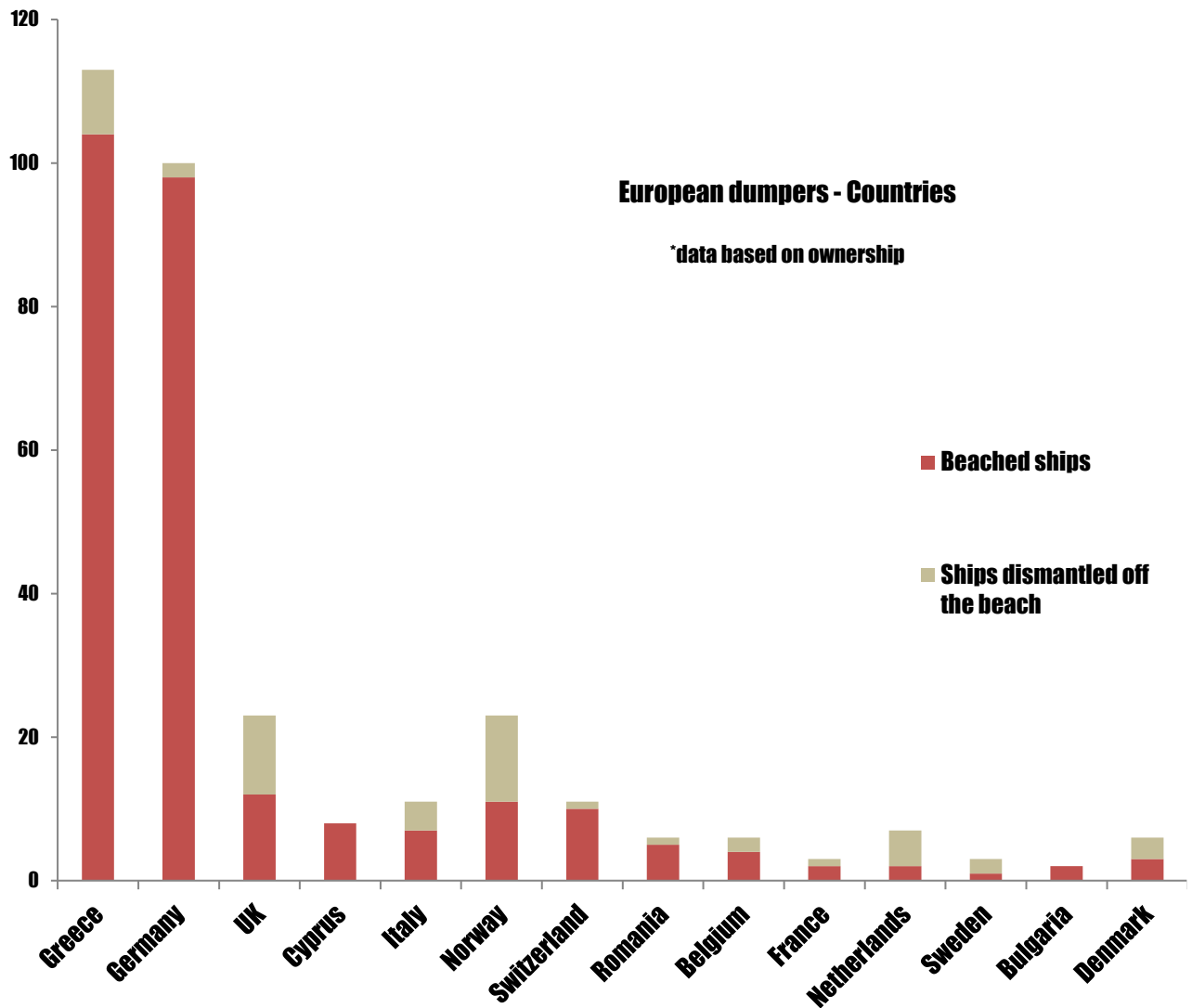
Analysis

- **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 less ships to South Asia than to recycling facilities nationally. 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, 13 out of 25 were sold to Pakistan and Bangladesh.
- **Japan** sold most ships to beaching yards, including to the Bangladesh breakers



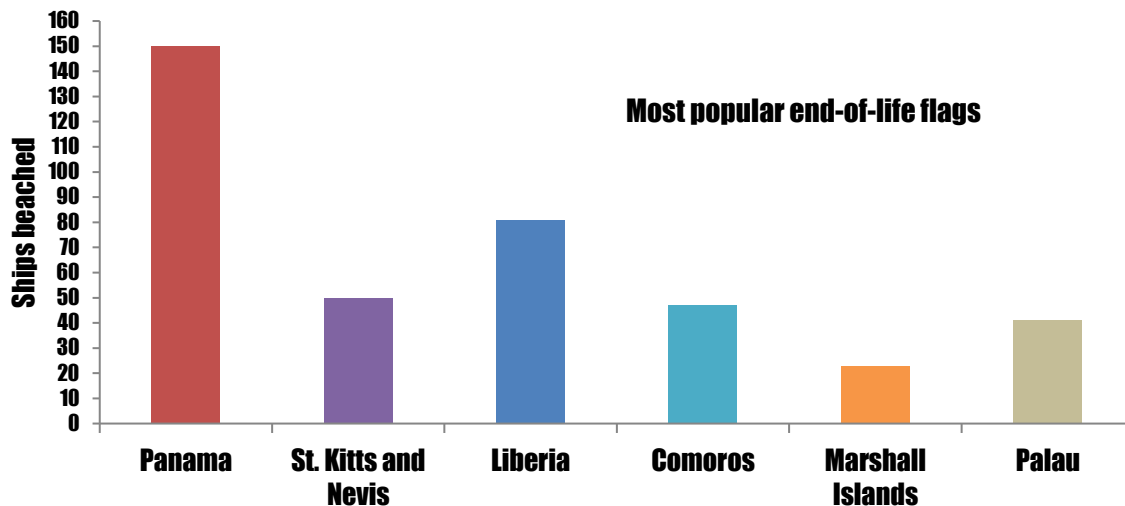
Analysis

- The **worst corporate dumper prize** goes to the UK-based **ZODIAC**, which has sold 12 ships for breaking on the beaches in 2016, mostly to Bangladesh. The company has been linked to severe accidents
- **Precious Shipping** was responsible for the highest absolute number of ships sold to South Asian shipbreaking yards



Analysis

- **Greece** beached 92% of its vessels
- **Germany** closely followed Greece in number of ships beached, 98% of its vessels ended up in India, Pakistan or Bangladesh
- **Cyprus** sold all vessels to the beach
- **Norway** increased the number and percentage of vessels scrapped on the beach



Analysis

- According to UNCTAD, almost 73% of the world fleet is flagged in a country other than that of the vessels beneficial ownership. This means there is a huge discrepancy between the states in which the beneficial owners of a ship 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 \[2015\]](#)