



## **IndustriALL Global Union World Conference on Shipbuilding-Shipbreaking**

**10-11 November 2014  
Huis Ten Bosch/Nagasaki Prefecture, Japan**

### **Resolution demanding that all the major shipbuilding, shipbreaking and shipping states expedite ratification of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention)**

Trade unions of the shipbuilding and shipbreaking industries representing members in 19 countries, meeting at the IndustriALL Global Union World Conference on Shipbuilding-Shipbreaking in Huis Ten Bosch/Nagasaki Prefecture, Japan on 10-11 November 2014 approved the following resolution demanding that all the major shipbuilding, shipbreaking and shipping states expedite ratification of the International Maritime Organization's (IMO) Hong Kong Convention.

Noting that:

- Shipbreaking activities pose an enormous threat to the health and safety of the workers involved, and also to the marine environment surrounding the yards. Besides the high risk of industrial accidents, toxic substances such as oils, asbestos, and PCBs affect the health of workers who are not protected by appropriate control measures or protective equipment and also affect to surrounding environment and ecosystems.
- Instruments already exist that apply to shipbreaking, with particular but not exclusive mention to (1) the Basel Convention Technical Guidelines for the Environmentally Sound Management of the Full and Partial dismantling of ships (2003), (2) the International Labour Organization (ILO) guidelines on Safety and Health in Shipbreaking: Guidelines for Asian countries and Turkey; the Regulation of the European Parliament and of the Council on Ship Recycling (2013); and other relevant international standards on health, safety, and social and environmental protection.
- The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention) was adopted in May 2009, aiming at

ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risks to human health, safety and to the environment.

- The convention will enter into force 24 months after ratification by 15 States, representing 40 per cent of world merchant shipping by gross tonnage, combined maximum annual ship recycling volume not less than 3 per cent of their combined tonnage. Five years have already passed since its adoption; however, the convention has been ratified by only 3 countries as of today, and shamefully, many of the major shipbuilding, shipbreaking and shipping states have not signed yet.
- Meanwhile, every year, hundreds of shipbreaking workers lose their lives facing serious occupational accidents in the shipbreaking yards of the South Asia region. The incidence of occupational diseases is largely unknown but believed to be extremely high. It is only a dream for most workers to live or survive until the age of 60.

Therefore it is resolved that:

Delegates urge their governments to observe and comply with all relevant existing international regulations and standards, including but not limited to those of the Basel Convention, the ILO, and the EU.

Delegates of the IndustriALL Global Union World Conference on Shipbuilding-Shipbreaking urge those major shipbuilding, shipbreaking and shipping states that have not yet ratified the Hong Kong Convention to expedite ratification of the Convention.

Delegates strengthen their union's activities to demand that their governments ratify the Hong Kong Convention and contribute to the development of an effective solution to the issue of shipbreaking.