



环境署

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控制危险废物越境转移及其处置巴塞尔公约

缔约方会议

第九次会议

2008年6月23日—27日，巴厘

临时议程** 项目7(j)

缔约方大会第八次会议通过的各项决定的执行情况：

船舶拆解

对船舶拆解实行无害环境管理和国际劳工组织、国际海事组织和巴塞尔公约船舶拆解问题联合工作组

秘书处的说明

一. 引言

1. 参阅关于对船舶拆解实行无害环境管理的第VIII/11号决定和关于国际劳工组织、国际海事组织和巴塞尔公约船舶拆解问题联合工作组的第VIII/12号决定。

2. 缔约方会议第八次会议在第VIII/11号决定中欢迎国际海事组织（海事组织）采取步骤制定关于以安全和无害环境方式回收船舶的国际公约草案（“船舶回收公约”），并邀请海事组织确保该公约草案确立与巴塞尔公约相当的控制水平，并指出应该避免重复制定目标相同的管制文书。该决定还邀请缔约方就该公约规定的作用和责任等问题和有关巴塞尔公约的问题向秘书处提交评论，其中包括：

(a) 评估巴塞尔公约规定的全部控制和执行的水平；

* 由于技术原因，重新印发。

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(b) 评估该公约草案规定的全部预期控制和执行水平，以及如何将其同巴塞尔公约规定的控制和执行水平相比较；

(c) 探讨和讨论采取有效的中短期措施的可能性。

3. 缔约方会议请不限成员名额工作组处理上述问题。不限成员名额工作组在第OEWG-VI/17号决定中再次请缔约方提交评论。此外，它还请秘书处转交这些评论中所提出要点的执行摘要，供海洋环境保护委员会第五十七届会议审议。

4. 缔约方会议在第VIII/11号决定中请秘书处注视船舶回收公约草案的制定工作，并向缔约方会议第九次会议汇报。缔约方会议还请秘书处向其第九次会议报告为推广运用关于对全部和部分拆解船舶实行无害环境管理的技术准则而展开的各项活动。

5. 缔约方会议在第VIII/12号决定中请秘书处报告国际劳工组织、国际海事组织和巴塞尔公约船舶拆解问题联合工作组第三届会议的结果。

二. 执行情况

6. 自从缔约方会议第八次会议以来，船舶回收公约草案制定工作取得了很大的进展。除了下文提供的资料以外，关于这种发展的资料载于本说明附件¹ 有关资料还载于以下文件：UNEP/CHW.9/INF/28（海事组织海洋环境保护委员会第五十七届会议设立的船舶回收问题工作组的报告）；UNEP/CHW.9/INF/29（关于按照第VIII/11号决定对船舶拆解实行无害环境管理的评论汇编）和 UNEP/CHW.9/INF/30（船舶拆解的无害环境管理：巴塞尔公约和《关于以安全和无害环境方式回收船舶的国际公约》草案规定的同等控制水平）。

7. 此外，利用自愿捐款，秘书处与国际劳工组织和海事组织合作，展开了大量的工作，制定“可持续船舶回收全球方案：改进亚洲船舶回收厂的实际做法，以提高职业健康和安全及环境标准”。本说明附件二¹ 和附件三¹ 载有关于该全球方案的资料。

8. 到本说明撰写时为止，经商定，国际劳工局将主办联合工作组第三届会议。2008年3月举行的第31届会议上请国际劳工组织理事机构将第三届会议的日期定为2008年10月29日至31日。

三. 拟议的行动

9. 缔约方会议不妨按照以下案文通过一项决定：

“*缔约方会议*,

回顾 其关于环境无害船舶拆解的第VIII/11号决定,

¹ 为了节约起见，附件一、二和三仅以英文提供，未经正式编辑。

还回顾 它在其第八次会议上邀请国际海事组织确保它将通过的关于以安全和环境无害方式回收船舶的国际公约确立与巴塞尔公约相当的控制水平，并指出，应该避免重复制定目标相同的管制文书，

关于以安全和无害环境方式回收船舶的国际公约草案

1. *欢迎* 国际海事组织在制定一项关于以安全和无害环境方式回收船舶的国际公约（“船舶回收公约”）方面取得的进展；

2. *还邀请* 国际海事组织继续适当考虑到巴塞尔公约在船舶拆解方面的作用、权限和专业性知识，特别是无害环境管理和对危险废物和其他废物的处置；

3. *请* 不限成员名额工作组：

(a) 制订标准以评估已通过的船舶回收公约是否确立了与巴塞尔公约相当的控制水平，同时考虑到缔约方原先就船舶回收公约规定的作用和责任提交的评论以及及与巴塞尔公约有关的评论；

(b) 将这种评估标准转交缔约方会议第十次会议审议并酌情加以运用；

4. *还请* 不限成员名额工作组审议和制定关于以下事项的建议，供缔约方会议第十次会议审议：

(a) 如果以上第(3)段中提到的将由缔约方会议第十次会议展开的评估表明，获得通过的船舶回收公约确立了与巴塞尔公约相当的控制水平，如何避免重复制定管制文书；

(b) 如果以上第(3)段中提到的将由缔约方会议第十次会议展开的评估表明，获得通过的船舶回收公约没有确立与巴塞尔公约相当的控制水平，采取一种切实的办法在船舶拆解活动中执行巴塞尔公约，以协助缔约方履行其义务，特别是事先知情同意、最大限度地减少危险废物越境转移和无害环境管理的原则；

5. *请* 秘书处继续注视船舶回收公约的制定工作，并向不限成员名额工作组和缔约方会议第十次会议汇报；

6. *邀请* 缔约方和其他各方继续向秘书处转交有关资料，协助利益攸关者制定措施，在中短期内解决船舶拆解对人类健康和环境可能带来的不利后果，并请秘书处继续在巴塞尔公约网页上公布这些资料；

对船舶拆解实行无害环境管理方面的国际合作和技术援助

7. *欢迎* 国际劳工组织、国际海事组织和巴塞尔公约秘书处之间在有关船舶拆解的问题上展开合作；

8. *还欢迎* 制定“可持续船舶拆解全球方案：改进亚洲船舶回收厂的实际做法

以提高职业健康及安全标准”，请秘书处在现有资金范围内继续制定全球方案，并与促进对船舶拆解实行无害环境管理的其他机构合作制定和执行全球方案，特别是与国际海事组织和国际劳工组织合作，并向不限成员名额工作组和缔约方会议第十次会议汇报；

9. *吁请* 有能力的所有缔约方和其他利益攸关者为展开全球方案下的活动提供财政或实物捐助；

10. *请* 秘书处向不限成员名额工作组和缔约方会议报告国际劳工组织、国际海事组织和巴塞尔公约船舶拆解问题联合工作组第三届会议的结果。

Annex I

Development of the International Convention on the Safe and Environmentally Sound Recycling of Ships

1. In response to the requests of the eighth meeting of the Conference of the Parties and the sixth session of the Open-ended Working Group, comments were received from Parties on:

- (a) An assessment of the level of control and enforcement established by the Basel Convention in its entirety;
- (b) An assessment of the expected level of control and enforcement to be provided by the draft ship recycling convention in its entirety and its comparison with (a);
- (c) Exploring and discussing the possibilities for effective short- and medium-term measures.

2. The comments are compiled in document UNEP/CHW.9/INF/29 and are also available on the Basel Convention website. Executive summaries of the key points made in submissions by the European Community and its Member States and by India pursuant to the decision of the sixth session of the Open-ended Working Group were transmitted for consideration at MEPC 57.

3. In addition, the Secretariat transmitted a document for consideration at MEPC 57. This document outlined the role of the Basel Convention in respect of ship recycling, the further steps that may be taken by the Conference of Parties to the Basel Convention in connection with the draft Ship recycling Convention, and its invitation to the IMO to ensure that the convention establishes an equivalent level of control to that established under the Basel Convention. This submission is reproduced in document UNEP/CHW.9/INF/30. In this submission, the Secretariat noted that the Diplomatic Conference that will consider adoption of the International Convention for the Safe and Environmentally Sound Recycling of Ships is likely to be held in 2009 and that the provisions of that convention will not be finalised until such adoption. Accordingly, the Secretariat observed, the Conference of the Parties to the Basel Convention would be in a position to make its final determination as to whether the adopted Ship recycling Convention provides an equivalent level of control to that established under the Basel Convention at its tenth meeting, expected to be held in 2010. If it is determined that there is an equivalent level of control, the Parties to the Basel Convention may consider how to avoid duplication of regulatory instruments.

4. As directed by the eighth meeting of the Conference of the Parties, the Secretariat participated in the meetings convened by the IMO to develop the Ship recycling Convention. The meetings included: the second inter-sessional working group on ship recycling, 7-11 May 2007; MEPC 56, 9-13 July 2007; IMO National Workshop, India, 8-10 January 2008; the third inter-sessional working group on ship recycling, 21-25 January 2008. At the time of preparation of this report, it was anticipated that the Secretariat would participate in MEPC 57 to be convened from 31 March - 4 April 2008, and that the following work plan for the development of the convention would be followed:

MEPC 57	April 2008	Article-by-article review and regulation-by-regulation review of the draft Convention and recommendation on date for diplomatic conference
IMO Council C100	[June 2008]	Endorse date for diplomatic conference
MEPC 58	[October 2008]	Finalise draft Convention (drafting group) and circulate the draft convention for the diplomatic conference
Diplomatic Conference	[April 2009]	Adoption of the Convention

5. The report of working group on the Ship recycling Convention convened during MEPC 57 would be made available in document UNEP/CHW.9/INF/28.

6. The structure of the draft Ship recycling Convention is as follows:

- (a) Main body of the convention, covering scope of the convention and general obligations and procedural articles;
- (b) Regulations making specific provision for: requirements for ships (including: design, construction, operation and maintenance; inventories of hazardous waste; surveying and certification; port state control, etc.); requirements for ship recycling facilities (including: authorization of yards,

management of hazardous materials, emergency preparedness, worker training and safety, etc); and reporting requirements (including: initial notification and notification upon completion;

(c) Appendices, identifying hazardous materials subject to control and forms for certificates and authorizations.

7. Guidelines are to be developed under the convention for the activities addressed under the convention. However, it was understood that the guidelines would not be finalised before the adoption of the convention.

8. In the meetings to develop the Ship recycling Convention, the Secretariat proposed, among other things, that there should be reference to the Basel Convention in the proposed article concerning the relationship of the new convention with international law and other international agreements. The Secretariat particularly noted that, if the Conference of the Parties to the Basel Convention concluded that aspects of the Ship recycling Convention did not provide equivalent levels of control to the Basel Convention, the Basel Convention would continue to apply to those aspects, as expressed in decision VII/26 of the seventh meeting of the Conference of the Parties.

9. In the course of the consultations on the Ship recycling Convention, there has been agreement that the regulations should provide that Parties should take into account relevant and applicable technical standards, recommendations and guidance developed under the Basel Convention in taking measures to implement the regulations under the new convention. It was noted that many such Basel Convention standards, recommendations and guidance addressed relevant issues which would not be addressed in the new guidelines to be developed under the Ship recycling Convention, for example, addressing the treatment of specific waste streams and methods of disposal.

10. Immediately prior to MEPC 57, deliberations on the following major points were still to be concluded:

(a) Relations with non-Parties, including whether the convention should make provision for the recycling of Party vessels in non-Party recycling yards;

(b) The scope of the convention and the status of ships excluded from the scope of the convention. There seemed to be broad agreement that government-owned vessels engaged in non-commercial activities and vessels of less than 500 gross tonnage would not be covered by the convention. The exclusion of vessels that have engaged solely in domestic voyages is also under discussion, as well as the applicable regulatory regime for vessels not covered by the convention;

(c) The possible inclusion of a mechanism to assist implementation or a compliance mechanism, or a voluntary or self-auditing mechanisms;

(d) The reporting system.

Some of the outstanding issues, for example in respect of implementation, have been considered as possible candidates to be included in decisions to be made at the time of adoption of the Convention rather than in the Articles and Regulations of the Convention itself.

Annex II

Activities to promote the application of the Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships

1. By decision VIII/11, the Secretariat was requested to implement activities to promote the application of the Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships, having regard to the need for short- and medium-term measures to promote the environmentally sound management of ship dismantling and with a view to complementing ongoing work by the International Labour Organization and the International Maritime Organization on the issue.
2. In the implementation of this mandate, the Secretariat focused on the development of a programme under which a variety of coordinated and complementary activities would be undertaken. Voluntary contributions from the United Kingdom of Great Britain and Northern Ireland primarily financed this work. Additional funding will be necessary to further develop and to implement the programme.
3. As a first step in the development of the programme, the Secretariat commissioned a preparatory feasibility study which analysed the relevant existing circumstances of the ship dismantling industry in Asia and made recommendations to the Secretariat on the activities it might wish to undertake as part of the project to complement and effectively contribute to the existing array of activities being carried out to improve the conditions of ship dismantling in Asia.
4. The Secretariat used the recommendations of the feasibility study as a basis upon which to develop the “Global programme for sustainable ship recycling: Improving working practices for the betterment of OHS and environmental standards in ship recycling yards in Asia” (“the Global Programme”).
5. Taking into account the recommendation of the Joint ILO/IMO/Basel Convention Working Group that the three organizations should enhance cooperation in the field of technical assistance, the development of the Global Programme was undertaken jointly by the secretariats of the three organizations, with the Basel Convention secretariat taking a coordinating role. The three secretariats also exchanged views and information with donors and other interested stakeholders that are already supporting, or are planning to support, work in Asia on this issue.
6. As a result of this collaboration among various stakeholders, the Global Programme was developed, having the following objectives:
 - (a) To promote the sustainability of the ship recycling industry by enhancing the application of internationally recognized standards relating to occupational health and safety and environmental protection;
 - (b) To promote effective implementation of the future Convention on safe and environmentally sound ship recycling being negotiated under the auspices of the IMO, by building upon existing technical assistance activities promoting the guidelines of the IMO, ILO and Basel Convention, and elements of the new Convention (as developed);
 - (c) To promote an integrated approach to the ship recycling industry, by addressing infrastructural and other needs in the participant countries in and beyond the ship recycling yards.
7. A project concept of the Global Programme is contained in Annex III. Based upon this concept, preparatory discussions on the Global Programme, hosted by the Secretariat of the Basel Convention with support provided by the Bangladesh Ministry of Environment and Forests, with the participation of the Bangladesh Department of Environment, Ministry of Labour and Employment, and Department of Shipping, were held in Dhaka, Bangladesh, on 12th and 13th January 2008. The discussions provided a forum for an initial consultation on the Global Programme by facilitating an exchange of views among Government Ministries and Departments, industry, IGOs, NGOs and international experts. Documents related to these discussions are available on the Basel Convention website. The Secretariat is now in the process of seeking financial support for the further development and implementation of the Global Programme.
8. During the biennium 2007-2008, the Secretariat also translated the Technical Guidelines into Urdu, Hindi and Bengali, using voluntary contributions from the United Kingdom.

Annex III

Project concept for the global programme for sustainable ship recycling

Ship recycling: What can be done?

Ship recycling² is the process of dismantling an obsolete vessel's structure for recycling or disposal whether conducted at a beach, a pier, a dry dock or a dismantling slip. It includes a wide range of activities, from removing all gear and equipment to cutting down and recycling the ship's infrastructure. Ship recycling is a challenging process, due to the structural complexity of ships and the many environmental and health and safety hazards involved. However, when the scrap metal and other materials are recycled, ship recycling makes a significant contribution to sustainable development. Over 90% of the world's ship recycling takes place in four Asian countries – Bangladesh, India, Pakistan and China. While India was traditionally the world's leader, Bangladesh accounted for most of the vessels scrapped in recent years. Nevertheless, statistics for the first 9 months of 2007 show that Bangladesh and India are almost even and that Pakistan remains in the market, although somewhat marginally. Reported scrapings in China remain low. With the pending phase out of single-hull vessels by 2010 it is expected that a glut of some 1,000 tankers may find themselves on the beaches of the Indian subcontinent.

The way forward

A new legally binding instrument from the IMO

The International Maritime Organization (IMO) is currently developing a draft convention on “safe and environmentally sound ship recycling” which is scheduled to be adopted at a diplomatic conference in 2009. The Convention is expected to cover all aspects related to a ship's ultimate recycling, from considerations at the design and operational phases, through to its final dispatch to a recycling facility and the requirements for such facilities. However, entry into force is not expected until approximately 2013 to 2015 after sufficient ratifications are received.

Technical cooperation activities

In the meantime, technical cooperation activities, and the coordination of such activities, are crucial to ensure ship recycling nations can meet their obligations under the new Convention. Several initiatives have already been undertaken.

As a first step, the International Labour Organisation (ILO), together with the Government of Bangladesh, initiated in November 2004 a UNDP-funded project on Safe and Environment Friendly Ship Recycling (SafeRec) in Chittagong. The project was suspended at the end of 2007. In 2006, the ILO Sub-regional Office in New Delhi also organised a number of activities in Alang. The IMO has conducted workshops in Turkey and China and set up a ship recycling trust fund which has started to attract some funding. In addition, a number of European Governments and IGOs have expressed interest in funding some further aspects related to improving ship recycling in Asia. Most potential donors are not clear about the next step to take and which aspects to focus upon, but are aware that a single donor acting on its own cannot solve the problem.

“One UN” and international cooperation

The United Nations Development Assistance Framework (UNDAF) is a common strategic framework for the operational activities of the United Nations system at the country level. It seeks to provide a collective, coherent and integrated UN system response to national priorities and needs within the framework of the MDGs (Millennium Development Goals) and the other commitments, goals and targets of the Millennium Declaration and the declarations and programmes of action adopted at international conferences and summits and through major UN conventions. It is developed on the basis of the analysis of the common country assessment. UNDAFs exist for the major ship recycling nations

²

Also referred to as “ship dismantling”, “ship scrapping”, “ship demolition” and “ship breaking”.

in Asia³. Future technical cooperation activities related to ship recycling should be developed consistent with this approach.

Proposal for a Global Programme for sustainable ship recycling

This draft project concept has been developed to provide a means for donor input into technical cooperation activities with regard to ship recycling, and to encourage coordination between the efforts of the various UN agencies involved in such activities. The proposal is for a global programme which recognises the efforts by various UN agencies and donors thus far to improve standards in ship recycling nations, and seeks to complement and identify synergies between not only these efforts, but also national initiatives undertaken to improve conditions either directly or indirectly related to ship recycling.

Specifically, the objectives are outlined as follows:

- To promote the sustainability of the ship recycling industry by enhancing the application of internationally recognized standards relating to occupational health and safety and environmental protection.
- To promote effective implementation of the future Convention on “safe and environmentally sound ship recycling” being negotiated under the auspices of the IMO, by building upon existing technical assistance activities promoting the guidelines of the IMO, ILO and Basel Convention, and elements of the new Convention (as developed).
- To promote an integrated approach to the ship recycling industry, by addressing infrastructural and other needs in the participant countries in and beyond the ship recycling yards.

Approach

The programme is based on four fundamental principles: a life-cycle approach, inclusion, collaboration and continuity. A life-cycle approach recognises that addressing procedures and activities only within the confines of the recycling yard is insufficient to achieve safe and environmentally sound ship recycling. Ship recycling activities have an impact on local communities, and the environment. Safe and environmentally sound ship recycling requires appropriate infrastructure not only within, but also beyond the yard.

Ship recycling creates employment, provides an important source of raw materials needed for development (e.g. steel for construction), and can generate foreign exchange earnings. Given the potential for wide-ranging impacts of ship recycling activities, and recognizing the importance of this industry to the economies of many of the countries concerned, the inclusion of ship recycling in national development, and poverty reduction, strategies is essential to the creation of sustainable ship recycling industries.

The strategies for sustainable ship recycling practices, and the development and implementation of the activities foreseen by this project will involve close collaboration with a variety of stakeholders, including representatives of governments, ship recycling associations, workers and NGOs of the ship recycling countries, donor countries and representatives of ship owners. Participation in particular activities would be dependent upon the objective and target audience of the individual activity. The active involvement of all relevant stakeholders will be instrumental in securing a commitment to improve the global ship recycling industry in a sustainable way.

The structure and scope of the programme is also intended to provide continuity. It is recognized that considerable work has been done in the past, as described under Technical cooperation, above. Accordingly, the programme seeks to build upon work already done. In addition, in the context of continuity, the programme aims to put in place processes and procedures for the long-term, including mechanisms for periodic review and assessment by a Steering Committee, described below.

The activities of the programme will be aligned with these four guiding principles as outlined below.

³ Pakistan UNDAF 2004-2008; India UNDAF 2008-2012, which builds on earlier completed UNDAFs; and Bangladesh UNDAF 2006-2010.

Activities

The project proposal will be further developed over the coming months, but it is currently envisaged that the core programme activities would include: (1) Training and workshops, (2) Development of model facility(ies), (3) Development of certification scheme(s), (4) Policy development and (5) Establishing linkages. All activities are inter-related and would comprise their own set of underlying objectives. Activities will also require adaptation to suit the prevalent conditions in the recipient country. For example, in Bangladesh, the SafeRec project already fulfils much of the training requirement, although a supplementary environmental component to the training would require development. The overall programme management will be undertaken by the ILO and Basel Convention Secretariats, in close collaboration with the IMO Secretariat, while the activities will be developed and undertaken through both financial and in-kind contributions of a variety of stakeholders.

1. Training and workshops

Training and workshop activities will be devised in such a way as to encourage interaction and closer collaboration between all stakeholders in the ship recycling process, including government agencies, ship recycling facility owners, operators and workers, NGOs and external experts.

Such training activities could include:

- (a) Basic health, safety and environmental training for yard supervisors and workers;
- (b) Workshops in which government representatives and ship recyclers of developed and developing countries would be twinned, to promote exchange of information and experiences for the development and oversight of ship recycling strategies;
- (c) Technical assistance on aspects under the respective competencies of the Basel Convention, ILO and IMO, to be undertaken by the Secretariats;
- (d) Technical assistance, training and infrastructural development from ship-owners and ship-owner associations.

2. Development of model facilities

Development of model facility(ies) in each of the recipient countries couples both operational and infrastructural improvements in a phased manner, and provides a blueprint for other yards to follow suit. This activity would provide a linkage between recycling facility owners wishing to upgrade their facilities and organisations and individuals with the expertise to consult on such improvements. It is recommended that this activity be structured to follow the stages of dismantling of a ship, with a syllabus for each of the six stages listed below:

- I. **Pre-arrival:** review of inventory and prepare recycling plan
- II. **Arrival at Port:** (a) inward clearing of vessel; (b) decommissioning of engines and machines
- III. **Planning of Demolition:** (a) Re-assessment of inventory of hazardous materials; (b) determine resources needed; (c) determine disposal facilities
- IV. **Operations:** (a) selection and deployment of labour; (b) deployment of safety and environmental protection measures; (c) receive and direct recyclable materials; (d) monitoring operations
- V. **Downstream Activities:** (a) invoke safety measures; (b) commence separation of materials; (c) activate storage; (d) arrange transport; (e) clean and clear yard
- VI. **Assessment and Review of Demolition:** (a) production and performance; (b) accidents or near misses; (c) effectiveness of safety measures; (d) environmental protection

3. Development of certification scheme(s)

Certification would be required by an independent body identified from amongst existing institutions or established by the Steering Committee (described below) to signal completion of improvements at each of the five stages; providing a yardstick by which ship owners and governments may assess the

adherence of a yard to internationally accepted OHS and environmental standards. This activity should be developed and implemented in close regard to the certification scheme being developed under the draft Ship recycling Convention.

4. Policy development

Ship recycling nations, among other stakeholders, need to prepare for the entry-into-force of the draft Ship recycling Convention on “safe and environmentally sound ship recycling”. This activity seeks to assist national regulators in preparing for the new Convention by working together to introduce phased steps towards compliance. The requirements of the new Convention need to be translated into simplified rules and regulations, as part of a national framework which outlines the responsibilities of all stakeholders, including regulators (from all concerned government agencies and ministries), ship recycling facility operators, etc. Allowing for preparation and transparency in this process will facilitate the implementation of the requirements of the new Convention.

5. Establishing linkages

The project would aim to establish linkages with related development programmes being implemented in the participant countries. Thus, the project will identify infrastructural and other needs inside and outside the yards (e.g. urban planning, waste management, health facilities) that national authorities would need to address. For example, in addressing stage V: Downstream Activities in developing a model facility, regard will also be given to improving practices beyond the premises of the yard (e.g. transport, downstream recipients of waste), so as to strengthen the waste management facilities, not just in ship yards but beyond. Syllabus will be developed so as to encourage self-assessment and regular periodic monitoring of conditions by yard owners.

Oversight mechanism

The programme will be overseen by a Steering Committee of private and public stakeholders. The Steering Committee will include participant governments, intergovernmental organizations, donor countries/organizations and representatives from industry (yard owners and ship breaking associations, ship owners and ship owners associations). It is also recommended that country-specific Steering Committees be established to monitor and provide guidance on implementation of the programme’s activities.
