



CONVENIO DE BASILEA

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**Grupo de Trabajo de composición abierta
del Convenio de Basilea sobre el control
de los movimientos transfronterizos de
los desechos peligrosos y su eliminación**
Tercer período de sesiones
Ginebra, 26 a 30 de abril de 2004
Tema 7 del programa provisional*

Desguace de embarcaciones

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**Grupo de trabajo conjunto de la Organización Internacional del Trabajo, la
Organización Marítima Internacional y el Convenio de Basilea**

Nota de la secretaría

I. Introducción

1. En su decisión II/4 II, sobre cooperación con otras organizaciones en relación con los aspectos jurídicos del desguace total y parcial de embarcaciones, adoptada en su segundo período de sesiones, el Grupo de Trabajo de composición abierta acordó examinar en su tercer período de sesiones el mandato del grupo de trabajo conjunto propuesto de la Organización Internacional del Trabajo (OIT), la Organización Marítima Internacional (OMI) y el Convenio de Basilea. En la misma decisión, el Grupo de Trabajo de composición abierta enumeró cinco puntos que deberían tenerse en cuenta como parte del mandato.

2. También en la misma decisión, el Grupo de Trabajo de composición abierta pidió a la secretaría que le presentara, en su período de sesiones en curso, un informe sobre los adelantos realizados.

* UNEP/CHW/OEWG/3/1.

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II. Aplicación

3. En una carta enviada el 5 de enero de 2004, la secretaría comunicó la decisión OEWG-II/4 a las secretarías de la OMI y de la OIT, a la Oficina del Convenio de Londres de 1972 y a la División de Asuntos Oceánicos y del Derecho del Mar de la Oficina de Asuntos Jurídicos de las Naciones Unidas.

4. A fin de proseguir con el tema relacionado con la cooperación interinstitucional, las secretarías de la OMI, la OIT y el Convenio de Basilea celebraron una reunión conjunta en la sede de la OIT en Ginebra, los días 13 y 14 de enero de 2004. El informe de esa reunión figura en el anexo de la presente nota.

III. Medida propuesta

5. El Grupo de Trabajo de composición abierta tal vez desee considerar la adopción de una decisión concebida en los siguientes términos:

El Grupo de Trabajo de composición abierta,

Considerando el informe de la reunión conjunta, celebrada en Ginebra los días 13 y 14 de enero de 2004¹ entre la Organización Internacional del Trabajo, la Organización Marítima Internacional y la secretaría del Convenio de Basilea.

Teniendo en cuenta el mandato propuesto por la reunión conjunta para el grupo de trabajo conjunto,

Tomando nota de que el informe de la reunión conjunta se presentó al Comité de Protección del Medio Marino de la Organización Marítima Internacional para que lo examinara en su 51º período de sesiones, celebrado del 29 de marzo al 2 de abril de 2004, y a la Comisión de Reuniones Sectoriales y Técnicas del Consejo de Administración de la Organización Internacional del Trabajo (OIT), en su reunión celebrada entre febrero y marzo de 2004,

Está de acuerdo con el mandato del grupo de trabajo conjunto de la Organización Internacional del Trabajo, la Organización Marítima Internacional y el Convenio de Basilea, que se expone en el párrafo 9 del informe de la reunión conjunta;

Está de acuerdo también con los arreglos propuestos para la labor del grupo descritos en los párrafos 10 y 11 del informe de la reunión conjunta;

Invita a las Partes y a otras entidades a que proporcionen apoyo técnico y financiero para las actividades interinstitucionales de asistencia técnica propuestas que se describen en los párrafos 18 y 19 del informe de la reunión conjunta;

Pide a la secretaría que presente un informe a la Conferencia de las Partes en su séptima reunión sobre los adelantos realizados, incluida la posibilidad de organizar la primera reunión del grupo de trabajo conjunto de la Organización Internacional del Trabajo, la Organización Marítima Internacional y el Convenio de Basilea.

¹ UNEP/CHW/OEWG/3/9, anexo.

Annex*

Report of the meeting between the International Labour Office (ILO), the secretariat of the International Maritime Organization (IMO), and the secretariat of the Basel Convention (SBC) held at ILO Headquarters, Geneva, 13-14 January 2004

Background

1. The sixth meeting of the Conference of the Parties to the Basel Convention (COP 6) requested SBC to explore the possibility of the development of an inter-agency technical assistance project on ship dismantling together with IMO and ILO, and to consider the establishment of a joint working group with IMO and ILO as a means of achieving a common understanding of the problem and character of the required solutions.
2. The ILO responded positively to these initiatives and the IMO Marine Environment Protection Committee (MEPC), at its forty-ninth session, was, in principle, supportive of these proposals and requested the IMO Secretariat to liaise with ILO and SBC in order to prepare draft project objectives for the inter-agency technical assistance project and draft terms of reference for the joint working group, for consideration by the fifty-first session of MEPC.
3. In order to advance the issue of the inter-agency co-operation the Secretariats of IMO, ILO and SBC held a joint meeting at ILO Headquarters in Geneva from 13 to 14 January 2004. The list of participants is attached in appendix I.

Adoption of the agenda

4. The provisional agenda as set out in appendix II was adopted.

Report of the outcome of the ILO Meeting on Safety and Health in Shipbreaking, Bangkok, 7-14 October 2003

5. The representative of ILO informed the meeting that at the Interregional Tripartite Meeting of Experts on Safety and Health in Shipbreaking for Selected Asian Countries and Turkey, held at Bangkok in October 2003, the "Guidelines" were adopted and will be published as "Safety and health in shipbreaking: Guidelines for Asian countries and Turkey". The Guidelines as adopted by the meeting, together with a Report on the Meeting, were in the process of being transmitted to the February-March 2004 session of the ILO Governing Body for endorsement. This would include versions in Spanish and French. A priority was, however, to translate the Guidelines into the languages of the countries where shipbreaking was done: Bengali, Chinese, Hindi, Urdu and Turkish.

Report of the outcome of the 2nd session of the Open-ended Working Group of the Basel Convention

6. The representative of SBC informed the meeting that the second session of the Open-ended Working Group (OEWG2) that met in Geneva in October 2003 considered the legal aspects of the dismantling of ships as well as co-operation with IMO and ILO on this issue. The meeting agreed on the establishment of an intersessional working group that would deliberate on the legal aspects. On the formation of the Joint Working Group, there was an indication that some Basel Convention constituencies may want to be involved in this work once the Terms of Reference have been finalised and agreed upon. On technical assistance projects for States involved in ship dismantling, there is a need for a concerted effort in resource mobilization. Finally, he said that there are great expectations from all stakeholders in having the Joint Working Group playing an active role in ship dismantling.

* The report is being reproduced as submitted, without formal editing.

Report of the outcome of the 23rd session of the IMO Assembly

7. The representative of the IMO Secretariat informed the meeting about the discussions that took place during the twenty-third session of the Assembly on the issue of ship recycling and that the IMO Guidelines on Ship Recycling were finally adopted by resolution A.962(23). The meeting was also informed of the amendments to Annex I of MARPOL 73/78, adopted by MEPC 50, regarding the accelerated phase-out scheme for single-hull tankers and that the Committee, having realized that these new requirements would increase the number of the vessels to be recycled within a specific period of time, adopted resolution MEPC.113(50) on ship recycling for the smooth implementation of the amendments to Annex I of MARPOL 73/78.

Role of the joint ILO/IMO/Basel Convention Working Group

8. The role of the joint ILO/IMO/Basel Convention Working Group (hereafter referred to as the Joint WG) was discussed and it was agreed that this Group should act as a platform for consultation, co-ordination and co-operation in relation to the work programme and activities of ILO, IMO and the Conference of Parties to the Basel Convention with regard to issues related to ship scrapping¹. The Joint WG should pursue a co-ordinated approach to the relevant aspects of ship scrapping with the aim of avoiding duplication of work and overlapping of responsibilities and competencies between the three Organizations.

Terms of reference for the Joint WG

9. The Terms of Reference as proposed by the three Secretariats are as follows:

The Joint WG should:

1. consider the respective work programmes of ILO, IMO and the Conference of Parties to the Basel Convention on the issue of ship scrapping in order to avoid duplication of work and overlapping of responsibilities and competencies between the three Organizations, and identify further needs;
2. facilitate the exchange of views between the three Organizations in order to ensure a co-ordinated approach to all the relevant aspects of ship scrapping;
3. undertake a comprehensive initial examination of the:
 1. *Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships*, adopted by the Sixth Meeting of the Conference of Parties to the Basel Convention;
 2. *IMO Guidelines on Ship Recycling*, adopted by resolution A.962(23); and
 3. *Safety and Health in Shipbreaking: Guidelines for Asian countries and Turkey*, developed by ILO, with a view to identifying any possible gap, overlap, or ambiguities;
4. consider mechanisms to jointly promote the implementation of the relevant Guidelines on Ship Scrapping;
5. monitor progress of any jointly organized technical cooperation activities; and
6. submit recommendations and any other relevant information on the above or other pertinent matters to bodies of IMO, ILO and the Basel Convention, as appropriate.

¹ In view of the fact that the three agencies used breaking/dismantling/recycling in their respective documents, it was agreed for the purposes of this report to use the term "ship scrapping".

Working arrangements

10. The meeting considered the working arrangements of the proposed Joint WG and it was agreed that the Joint WG should meet on a regular basis, rotating between the Headquarters of ILO, IMO and SBC, or any other venue agreed upon. The host Organization would assume the role of Secretariat.

11. The composition of the Joint WG should consist of representatives appointed by each Organization, the number to be appointed by each being decided by agreement between the three Organizations². The Joint WG should ensure, as appropriate, representation of all geographical regions of the world with an interest in the subject matter. Other interested parties, who express a wish, may be allowed to participate in the discussions of the Joint WG.

12. The Joint WG shall determine its own procedures.

Technical cooperation activities on ship scrapping

13. The representatives of each Organization introduced those activities already launched or planned by each Organization.

14. The representative of ILO stated that ILO has secured a new US\$1.3 million UNDP-funded project in Bangladesh on safe and environmental friendly shipbreaking. The project will seek, through a comprehensive approach based on policy dialogue, safety training and public awareness, to align current work practices in the shipbreaking industry with international and national rules and regulations. He also stated that ILO has prepared similar project proposals for India, China, Pakistan and Turkey.

15. The representative of the IMO Secretariat stated that IMO has established an Integrated Technical Co-operation Programme (ITCP), the purpose of which is to assist countries in building up their human and institutional capacities for uniform and effective compliance with the Organization's regulatory framework. Ship Recycling has been included in the revised ITCP thematic priorities for 2004-2005 and a strategy has been developed to achieve the set objectives. The meeting was also informed that two technical co-operation activities, one national workshop in Bangladesh and one regional workshop in Asia, have already been planned for the biennium 2004-5.

16. The representative of the SBC informed the meeting that the OEWG2 has invited the IMO, ILO and Basel Convention to organize a workshop with a view to exchanging of views on the issues included in the Terms of Reference of the proposed Joint WG. He also suggested that such workshop could be held at the regional level and the Basel Convention Regional Centre could be involved in its organization.

17. It was agreed that each Organization would invite the other two Organizations to participate in workshops or seminars.

Interagency technical assistance

National/regional workshop/seminars

18. It was suggested that regional or national workshops and seminars on ship recycling may be organized jointly, or individually by IMO, ILO and SBC. These workshops/seminars should aim at raising awareness on the safety, health and environmental issues associated with ship scrapping and providing guidance on the implementation of the provisions of the respective Guidelines.

Global programme

19. It was acknowledged that for some developing countries the implementation of the relevant guidelines on ship scrapping would necessitate massive investment, e.g. adequate waste reception facilities at the recycling yards, environmentally sound waste management systems and appropriate

²

Language drawn from the existing Agreement between ILO and IMO (1959)

infrastructure. For this reason, there may be a need for the development of a global programme aiming at resource mobilization (e.g. World Bank, ADB, GEF, UNDP, bilateral donors), in which the three Organizations would participate. The ILO volunteered to prepare a draft background project document for consideration by IMO and SBC.

Work of other bodies on ship scrapping

20. An exchange of information took place with regard to initiatives on ship scrapping taken by intergovernmental or non-governmental organizations. The European Commission had recently written to all three Organizations and the SBC had met with the EU Commissioner for the Environment on this topic.

Any other business

21. There was an exchange of data on the volume of ship scrapping and market characteristics.

Further action

22. This report will be submitted for consideration to the 51st session of the Marine Environment Protection Committee (29 March to 2 April 2004), the Sectoral and Technical Meetings Committee of the ILO's Governing Body (February-March 2004) and the third session of the Open-ended Working Group of the Basel Convention (26-30 April 2004).

23. If the establishment of the Joint Working Group is approved then the first meeting could be held before the end of 2004.

Appendix I

LIST OF PARTICIPANTS

INTERNATIONAL LABOUR OFFICE (ILO)

Mr. Jukka Takala
Tel: +4122 799 6715
Fax: +4122 799 6878
E-mail: safework@ilo.org

Mr. Igor Fedotov
Tel: +4122 799 7495
Fax : +4122 799 6878
E-mail: fedotov@ilo.org

Mr. Isaac Obadia
Advisor to ILO
Tel: +3345 040 5686
E-mail: isaac.obadia@wanadoo.fr

Mr. Norman Jennings
Tel: +4122 799 7529
Fax: +4122 799 7967
E-mail: jennings@ilo.org

Mr. Paul Bailey
Tel: +4122 799 6430
Fax: +4122 799 7967
E-mail: baileyp@ilo.org

Mr. Dani Appave
Tel: +4122 799 7528
Fax : +4122 799 7050
E-mail : appave@ilo.org

SECRETARIAT OF THE BASEL CONVENTION (SBC)

Mr. Pierre Portas
Tel: +4122 917 8217
Fax: +4122 797 3454
E-mail: pierre.portas@unep.ch

Ms. Donata Rugarabamu
Tel: +4122 917 8219
Fax: +4122 797 3545
E-mail: donata.rugarabamu@unep.ch

Mr. Ibrahim Shafi
Tel: +4122 917 8636
Fax: +4122 797 3454
E-mail: ibrahim.shafii@unep.ch

Ms. Maiko Igarashi
Tel: +4122 917 8340
Fax: +4122 797 3454
E-mail: maiko.igarashi@unep.ch

Capt. Moin Ahmed
(Advisor to SBC)
Tel: +4420 7584 0081
Fax: +4420 7581 7477
E-mail: moin@bscuk.fsnet.co.uk

SECRETARIAT OF THE INTERNATIONAL MARITIME ORGANIZATION (IMO)

Mr. Sokratis Dimakopoulos
Tel: +4420 7587 3221
Fax: +4420 7587 3210
E-mail: sdimakop@imo.org

Appendix II

PROVISIONAL AGENDA

For the joint meeting of the Secretariats of the International Labour Organization, the International Maritime Organization and the Basel Convention to be held in Geneva at the ILO Headquarters from Tuesday, 13 January to Wednesday, 14 January 2004

Session commences at 10.00 a.m. on Tuesday, 13 January 2004

Opening of the session

- 1 Adoption of the agenda
 - 2 Report on the outcome of the ILO Meeting on Safety and Health in Shipbreaking, Bangkok, 7-14 October 2003
 - 3 Report on the outcome of the 2nd meeting of the Open-ended Working Group (OEWG 2)
 - 4 Report on the outcome of the 23rd session of the IMO Assembly
 - 5 Role of the joint ILO/IMO/UNEP Working Group on Ship Recycling
 - 6 Terms of reference for the joint ILO/IMO/UNEP Working Group on Ship Recycling
 - 7 Working arrangements for the joint ILO/IMO/UNEP Working Group on Ship Recycling
 - 8 Technical co-operation activities on Ship Recycling
 - 9 Inter-agency technical assistance project
 - 10 Work of other bodies on Ship Recycling
 - 11 Any other business
 - 12 Consideration of the report of the Joint Meeting
-