

CALL FOR EVIDENCE FOR AN EVALUATION / FITNESS CHECK

This document aims to inform the public and stakeholders about the Commission's work, so they can provide feedback and participate effectively in consultation activities.

We ask these groups to provide views on the Commission's understanding of the problem and possible solutions and to share any relevant information that they may have.

TITLE OF THE EVALUATION	EU Ship Recycling Regulation – evaluation
LEAD DG – RESPONSIBLE UNIT	DG.ENV.B3 From Waste to Resources
INDICATIVE TIMETABLE (PLANNED START DATE AND COMPLETION DATE)	Q2-2022–Q4-2023
ADDITIONAL INFORMATION	https://ec.europa.eu/environment/topics/waste-and-recycling/ships_en

This document is for information purposes only. It does not prejudice the final decision of the Commission on whether this initiative will be pursued or on its final content. All elements of the initiative described by the document, including its timing, are subject to change.

Political context, purpose and scope of the evaluation

Political context

The aim of [Regulation \(EU\) 1257/2013](#), the Ship Recycling Regulation (SRR), is to prevent, reduce and eliminate the adverse effects on human health and the environment caused by the recycling, operation and maintenance of ships flying the flag of a Member State (EU-flagged ships). The SRR also aims to help ratify the International Maritime Organisation's (IMO) 2009 [Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships](#) (HKC), which provides for global action on ship recycling.

The SRR concerns ships that fall within the scope of the HKC (i.e. large commercial seagoing vessels). It covers the whole life cycle of EU-flagged ships and implements several of the requirements of the HKC. It also sets out some more stringent rules, including a requirement for shipowners to ensure that their ships are only recycled at safe and environmentally sound facilities. The SRR sets out these facilities in the [European list of ship recycling facilities](#).

Under Article 30(4) of the SRR, the Commission must carry out a review by 31 December 2023. The Commission is therefore carrying out this evaluation to assess how well the SRR has been applied, its impact to date, and identify any shortcomings with its implementation and enforcement. The evaluation will also look into how consistent the SRR is with the EU's wider policy objectives, including those introduced under the [European Green Deal](#), the [circular economy action plan](#) and the [zero pollution action plan](#).

Purpose and scope

The evaluation will assess whether and to what extent the SRR has achieved its objectives (and if not, for what reasons). The evaluation will include an overview of the SRR's implementation in Member States and its impact on ship recycling practices in non-EU countries since its adoption in 2013.

The assessment will be based on the standard evaluation criteria of the [Better Regulation guidelines](#) (effectiveness, efficiency, relevance, coherence and EU added value). The lessons learned from the evaluation will feed into any possible future revision of the SRR, as announced in the [sustainable and smart mobility strategy](#) and in the [sustainable blue economy](#) communication.

The evaluation will assess the particular points described below.

Effectiveness

- How successful has the SRR been in achieving (or progressing towards) its objectives?
- What factors have (positively or negatively) affected progress towards the objectives? e.g. the possibility to circumvent the SRR's rules.
- Have there been unexpected or unintended effects that have contributed to or hindered progress?
- To what extent have Member States and stakeholders been engaged in improving implementation and enforcement of the SRR?

Efficiency

- Are the costs related to the SRR proportionate to the benefits (i.e. the overall benefits and those for different stakeholder groups)?
- Are there significant differences in the costs (or benefits) for Member States and different stakeholder groups? If so, what are the causes?
- Are there opportunities to simplify the legislation or reduce unnecessary regulatory costs/burden without undermining the SRR's intended objectives?

Relevance

- To what extent is the SRR still relevant and does it correspond to the EU's needs (in particular, the new policy ambitions)? This may include policies set out in the [European Green Deal](#), the [circular economy action plan](#), the [zero pollution action plan](#), the [sustainable and smart mobility strategy](#) and the [sustainable blue economy communication](#).
- Do the needs/problems addressed by the SRR continue to require action at EU level, rather than at global level?
- How well adapted is the SRR to technical and scientific progress and EU and global market developments?
- Is the SRR's scope still appropriate?

Coherence

- Are the SRR's rules consistent with each other?

- How consistent is the SRR with other EU environmental and maritime legislation? e.g. the [Waste Shipment Regulation](#), the [Waste Framework Directive](#), other EU waste legislation, the [Port State Control Directive](#).
- How consistent is the SRR with other relevant international policies and instruments such as the [Basel Convention](#) and the Hong Kong Convention?

EU added value

- What has been the EU added value of the SRR compared to what could have been reasonably achieved by Member States acting alone?

B. Better regulation

Consultation strategy

The Commission will carry out a consultation to gather information, data and evidence and to ensure views from the public and stakeholders are reflected in the evaluation. A 12-week online public consultation is expected to be launched in Q4-2022 on the [Have your say portal](#). It will be accessible in all EU languages. The consultation will be complemented by targeted consultation activities. The Commission will also consult the Member States' expert group on ship recycling to gather evidence and discuss its preliminary findings.

Why we are consulting?

The purpose of this consultation is to gather views from the public and stakeholders on the Ship Recycling Regulation.

Target audience

Members of the public and stakeholders affected by ship recycling and the rules tackling it are invited to share their views.

Stakeholders include (but are not limited to):

- Member States and EEA states, including national maritime administrations responsible for ships flying their flag and environmental authorities responsible for ship recycling facilities in their territories;
- other EU Institutions (the European Parliament, the Committee of the Regions, the European Economic and Social Committee, and the relevant EU agencies);
- international organisations (e.g. the IMO, the International Labour Organisation, Organisation for Economic Co-operation and Development, Secretariat of the Basel Convention);
- non-EU flag state administrations whose ships call in EU ports;
- non-EU national and/or regional authorities responsible for ship recycling facilities operating in their territories;
- industry stakeholders and their associations (e.g. shipowners and ship management companies, port authorities and port operators, shipbuilders and marine equipment manufacturers, ship recycling facilities, industries producing or processing steel and non-ferrous metals);
- NGOs and other civil society organisations, academia and research institutes working on EU environmental and maritime policy and ship recycling;
- Recognised organisations which could be delegated by flag states to carry out surveys and inspections on board their ships;
- financial institutions.

Data collection and methodology

The Commission will collect evidence and data from all available sources to obtain comprehensive input for the evaluation. This will include existing data provided by the European Maritime Safety Agency and stakeholders on ship dismantling trends and other aspects of implementing and enforcing the SRR.

The information provided by Member States, as part of their first triannual reports covering 2019-2021 will also be used as evidence for the evaluation.

The evaluation will also be supported by a study.