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**Conference of the Parties to the Basel Convention
on the Control of Transboundary Movements of
Hazardous Wastes and Their Disposal**
Eighth meeting

Nairobi, 27 November–1 December 2006

Item 6 (f) of the provisional agenda**

**Implementation of the decisions adopted by the Conference
of the Parties at its seventh meeting: ship dismantling****Ship dismantling****Note by the Secretariat****I. Joint Working Group of the International Labour Organization,
the International Maritime Organization and the Basel
Convention on Ship Scrapping**

1. By its decision VII/25, the Conference of the Parties at its seventh meeting agreed to the terms of reference and the working arrangements of the Joint Working Group of the International Labour Organization (“ILO”), the International Maritime Organization (“IMO”) and the Basel Convention on Ship Scrapping (“the Joint Working Group”). Decisions agreeing to the establishment of the Joint Working Group were also adopted by the IMO Marine Environment Protection Committee (“MEPC”) at its 51st session and the International Labour Office Governing Body at its 289th session.

2. In decision VII/25, the Conference of the Parties agreed that the Joint Working Group would meet on a regular basis, rotating its meetings between the headquarters of ILO, IMO and the Secretariat of the Basel Convention, or any other venue agreed upon, and that the host organization would assume the role of the secretariat for the purposes of such meetings. The Conference of the Parties appointed one country from each of the five United Nations regions (China, the Gambia, Jamaica, the Russian Federation and the United Kingdom of Great Britain and Northern Ireland), to represent the Basel Convention in the Joint Working Group, on the understanding that representatives of other Parties, signatories, intergovernmental organizations and non-governmental organizations could participate as observers.

3. The Conference of the Parties instructed the Secretariat to report on the outcome of the first and subsequent meetings of the Joint Working Group to the Open-ended Working Group and the Conference of the Parties at future meetings, including the eighth meeting of the Conference.

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A. Implementation

4. The first session of the Joint Working Group was held from 15 to 17 February 2005 at IMO headquarters. The report of the session, as adopted by the Joint Working Group, was circulated to the fourth session of the Open-ended Working Group as an attachment to document UNEP/CHW/OEWG/4/5. The Netherlands and the United Kingdom generously supported the participation of the members of the Basel Convention representing developing countries and countries with economies in transition. During its first meeting, the Joint Working Group:

(a) Examined the work programmes of the three organizations with respect to duplication of work and overlapping of roles, responsibilities and competences, as well as the identification of further needs. The Joint Working Group identified items concurrently under consideration by the three organizations and, for each identified item, developed a list of work programme activities being carried out or planned by each of the organizations. A number of recommendations were proposed for consideration by the three organizations, as appropriate, during their future deliberations on these work items;

(b) Established an informal working group to compare the respective IMO, ILO and Basel Convention guidelines on ship;¹

(c) Considered measures to promote implementation of the IMO, ILO and Basel Convention guidelines on ship scrapping, joint technical cooperation activities and the work programme of the Joint Working Group.

5. In decision OEWG-IV/4, the Open-ended Working Group endorsed the decisions and the work programme of the Joint Working Group, as reflected in the report of its first meeting, and encouraged Parties to ensure their full and effective participation in the second meeting of the Joint Working Group.

6. The second session of the Joint Working Group was held from 12 to 14 December 2005 and was hosted by the Basel Convention at the United Nations Office at Geneva. The United Kingdom contributed toward defraying the administrative costs incurred in hosting the meeting. The report of the meeting, as adopted by the Joint Working Group, was circulated at the fifth session of the Open-ended Working Group as an annex to document UNEP/CHW/OEWG/5/2/Add.1.

7. During the session, the representative of IMO informed the Joint Working Group that the IMO Assembly, at its twenty-fourth session, had adopted a resolution² requesting MEPC to develop a legally binding instrument on ship recycling. The Joint Working Group was provided with a draft text of a new legally binding instrument for the safe and environmentally sound recycling of ships submitted by Norway to MEPC at its fifty-fourth session.³

8. During the second session, the Joint Working Group:

(a) Examined the overall objectives of and priority-setting for the Joint Working Group, the work programmes of the pertinent bodies of ILO, IMO and the Conference of the Parties to the Basel Convention on the issue of ship scrapping;

(b) Considered the promotion of the implementation of the guidelines on ship scrapping. The Joint Working Group also considered the report of an inter-sessional working group on the comparison of the respective guidelines of ILO, IMO and the Basel Convention on ship scrapping⁴ and was of the view that the analysis and recommendations given in that document should be taken into account, as appropriate, in the development at IMO of mandatory requirements on the recycling of ships;

(c) Reviewed and considered means to promote joint technical cooperation activities;

(d) Considered a coordinated approach to relevant aspects of ship scrapping, including the abandonment of ships on land or in ports and pre-cleaning and preparation of ships. With regard to environmentally sound management, the Joint Working Group agreed that the concepts embodied in a

¹ ILO publication "Safety and Health in Shipbreaking: Guidelines for Asian Countries and Turkey (MESH/2003/1); IMO Guidelines on Ship Recycling (resolution A 962 (23), annex); Basel Convention Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships (UNEP/CHW.6/23, annex).

² IMO resolution A 981 (24), circulated to the Open-ended Working Group as document UNEP/CHW/OEWG/5/INF/14.

³ The report of the Working Group on Ship Recycling established by the fifty-fourth session of the Marine Environment Protection Committee of the International Maritime Organization was circulated to the Open-ended Working Group as document UNEP/CHW/OEWG/5/INF/23.

⁴ UNEP/CHW/OEWG/5/2/Add.1, annex.

United Kingdom paper (contained in the report of the session) could be a useful input to the IMO process to develop a mandatory instrument for ship recycling and for other purposes. With regard to prior informed consent, the Joint Working Group agreed that any reporting system developed at IMO for the purposes of ship recycling should take into account the specific circumstances of ship recycling and have regard to the objectives to be met by such reporting, e.g., to ensure that scrapping is conducted in an environmentally sound manner. The group recommended that experience of prior informed consent as established under the Basel Convention and other existing reporting systems be considered in the development at IMO of a reporting system as part of a mandatory instrument for ship recycling;

(e) Considered a number of possible elements for the future work programme of the Joint Working Group, including further consideration of abandonment of ships, pre-cleaning of ships, elaboration of environmentally sound management, ship recycling funds, health and safety, the proposed new IMO instrument and interim measures to be taken pending entry into force of the new IMO instrument.

9. The Open-ended working group, in its decision OEWG-V/8, welcomed the outcome of the second session of the Joint Working Group. It also acknowledged

“that a future meeting of the Joint Working Group could be useful and that specific proposals for objectives and a work programme for such a meeting could be formulated by the Conference of the Parties at its eighth meeting and other relevant bodies of [ILO, IMO and the Basel Convention] in the light of developments relating to the draft legally binding instrument within the International Maritime Organization after the fifty-fifth session of the Marine Environment Protection Committee, taking into account the work of the correspondence group and developments at the fifty-fifth session”.

10. At its fifty-fourth session, MEPC noted the views of the working group on ship recycling which met during that session on the possible need for a future meeting of the Joint Working Group. The working group had concluded that, “taking into account [IMO] Assembly resolution A.981 (24) requesting the Committee to further cooperate with the International Labour Organization and the appropriate bodies of the Basel Convention, ... there might be a need for a further Joint Working Group meeting next year.” The group indicated, however, that it was not then in a position to advise on specific objectives or a work programme and would be better able to do so at its next session.”⁵ At its 297th Session (November 2006), the International Labour Office Governing Body will consider the issue of a future meeting of the Joint Working Group, possibly to be held in 2007 depending on agreement between the parties concerned.

B. Proposed action

11. The Secretariat will report at the eighth meeting of the Conference of the Parties on the outcome of the fifty-fifth session of MEPC. A written report will be contained in document UNEP/CHW.8/7/Add.1, which will also propose possible actions that the Conference of the Parties may wish to take with respect to the Joint Working Group.

II. Environmentally sound management of ship dismantling

12. By its decision VII/26, on environmentally sound management of ship dismantling, the Conference of the Parties at its seventh meeting, among other things:

(a) Reminded the Parties to fulfil their obligations under the Basel Convention, where applicable, in particular their obligations with respect to prior informed consent, minimization of transboundary movements of hazardous wastes and the principles of environmentally sound management;

(b) Invited IMO to continue to consider the establishment in its regulations of mandatory requirements, including a reporting system for ships destined for dismantling, that would ensure an equivalent level of control as that established under the Basel Convention and to continue work aimed at the establishment of mandatory requirements to ensure the environmentally sound management of ship dismantling, which might include pre-decontamination within its scope;

⁵

UNEP/CHW/OEWG/5/INF/23, attachment, para. 35.

(c) Requested the Open-ended Working Group to consider the practical, legal and technical aspects of the dismantling of ships in the context of achieving a practical approach to the issue of ship dismantling, to report on developments and to present any proposals, as appropriate, to the Conference of the Parties at its eighth meeting on a legally binding solution, taking into consideration the work of the International Maritime Organization and the work of the Joint Working Group.

13. The Conference of the Parties also noted that duplication of regulatory instruments that have the same objective should be avoided.

A. Implementation

14. At its fourth session, held in July 2005, the Open-ended Working Group considered the issue of environmentally sound management of ship dismantling. Much of the discussion at that session took into account the work being undertaken at IMO on the development of mandatory requirements. Decision OEWG-IV/5, adopted by the Open-ended Working Group, among other things, invited Parties and others to submit comments on a number of relevant issues. Comments received from Parties and others in response to the decision were circulated at the fifth session of the Open-ended Working Group in document UNEP/CHW/OEWG/5/INF/4.

15. As indicated under section I above, however, the IMO Assembly at its twenty-fourth session, on 1 December 2005, adopted a resolution⁶ requesting MEPC to develop a legally binding instrument on ship recycling, which superseded the work on mandatory requirements. The Assembly resolution noted, among other things, the roles of ILO and the Basel Convention on matters related to ship recycling. This development was reported to the Open-ended Working Group at its fifth session and to the Joint Working Group at its second session.

16. A proposed draft text for a new legally binding instrument for safe and environmentally sound recycling of ships was submitted by Norway and first considered substantively at the fifty-fourth session of MEPC. MEPC adopted the Norwegian proposal as a working draft and subsequently mandated an inter-sessional correspondence group to continue developing the draft legally binding instrument on ship recycling. The Secretariat submitted a report on these developments at the fifth session of the Open-ended Working Group.⁷ The report of the working group on ship recycling to MEPC at its fifty-fourth session was also circulated to the Open-ended Working Group.⁸

17. At its fifth session, the Open-ended Working Group welcomed the steps being taken towards the development of a legally binding instrument for the safe and environmentally sound recycling of ships and instructed the Secretariat, by decision OEWG-V/8, to follow the development of the draft legally binding instrument and report thereon to the Conference of the Parties at its eighth meeting. The Secretariat, therefore, participated in the inter-sessional correspondence group established at the fifty-fourth session of MEPC. The Secretariat will also participate in the fifty-fifth session of MEPC, from 9 to 13 October 2006. A report on developments relating to the draft legally binding instrument on ship recycling will be contained in document UNEP/CHW.8/7/Add.1.

18. Decision OEWG-V/8 invited Parties and others to submit assessments of the level of control and enforcement established by the Basel Convention in its entirety and to compare it with the expected level of control and enforcement to be provided by the draft instrument on ship recycling in its entirety. The Secretariat was requested to compile and transmit the information received to the Conference of the Parties at its eighth meeting. No submissions were received within the deadline.

19. Decision OEWG-V/8 also requested Parties and other stakeholders to submit to the Secretariat relevant information that might be of assistance to stakeholders in developing measures to address, in the short and medium term, the potentially harmful consequences of ship dismantling on human health and the environment and available information with regard to pre-cleaning and decontamination. The Secretariat was also requested, among other things, "to compile and make available on the Basel Convention website relevant practical information and documents on the environmentally sound management of ship recycling, which would include the guidelines of the three organizations and annex 2 of the report of the second session of the Joint Working Group on the comparison of those guidelines, to serve as a reference tool for stakeholders". Several Parties and other stakeholders provided relevant information, which was placed in a special section of the Basel Convention website. The Secretariat was requested to provide a brief description of the information compiled and available

⁶ IMO resolution A 981 (24), circulated to the Open-ended Working Group in document UNEP/CHW/OEWG/5/INF/14.

⁷ UNEP/CHW/OEWG/5/2/Add.2.

⁸ UNEP/CHW/OEWG/5/INF/23.

on the Basel Convention website to facilitate consideration by the Conference of the Parties at its eighth meeting. Such a description is contained in document UNEP/CHW.8/INF/21.

20. With respect to the Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships⁹, which were adopted by Conference of the Parties in decision VI/24, the Joint Working Group at its first and second sessions recommended that each organization should consider the translation of its guidelines into the working languages of the main ship scrapping nations and “that the implementation of the Guidelines should be promoted through joint technical cooperation activities”. The Secretariat developed a project aimed at promoting the implementation of the Guidelines, intended to complement the activities of the ILO and IMO on the issue. Under the project, the Guidelines are being translated into the languages of the main ship dismantling nations and training activities will be implemented. The United Kingdom and the Netherlands have made substantial voluntary contributions toward the project. Implementation of the project commenced in 2006 and is expected to continue during 2007–2008.

B. Proposed action

21. The Conference of the Parties may wish to adopt a decision along the following lines:

“The Conference of the Parties,

1. *Welcomes* the steps taken by the International Maritime Organization in the development of a legally binding instrument for the safe and environmentally sound recycling of ships intended to be adopted in the 2008–2009 biennium;

2. *Invites* the International Maritime Organization to ensure that any legally binding instrument for the safe and environmentally sound recycling of ships to be adopted by it establishes, as a minimum, an equivalent level of control as that established under the Basel Convention and other relevant existing international legal instruments, noting that the duplication of regulatory instruments that have the same objective should be avoided;

3. *Encourages* the International Maritime Organization to have due regard to the role, competence and expertise of the Basel Convention in matters related to ship dismantling and in particular with respect to the management and disposal of hazardous wastes and other wastes;

4. *Encourages* Parties to coordinate at the national level between their International Maritime Organization and Basel Convention representatives and to participate actively in the consideration by the International Maritime Organization’s Marine Environment Protection Committee of the draft text for a new legally binding instrument for the safe and environmentally sound recycling of ships;

5. *Requests* the Secretariat to follow the development of the draft text for the legally binding instrument for the safe and environmentally sound recycling of ships by the Marine Environment Protection Committee and report thereon to the Open-ended Working Group and to the Conference of the Parties at its ninth meeting;

6. *Requests* the Open-ended Working Group to maintain the issue of ship dismantling on its agenda and, in particular, to consider the implications under applicable control mechanisms for any ships needing to be recycled pending the adoption and entry into force of the new legally binding instrument for the safe and environmentally sound recycling of ships and, following the adoption and entry into force of that instrument, for any ships needing to be recycled that are not covered by the new legally binding instrument;

7. *Reminds* Parties to fulfil their obligations under the Basel Convention, where applicable, in particular their obligations with respect to prior informed consent, minimization of transboundary movements of hazardous wastes and the principles of environmentally sound management, noting that a ship may become waste as defined in article 2 of the Basel Convention and that at the same time it may be defined as a ship under other international rules;

8. *Requests* the Secretariat, subject to the availability of the necessary resources, to continue 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 on-going work by the International Labour Organization and the International Maritime Organization on the issue;

⁹ UNEP/CHW.6/23, annex.

9. *Requests* the Secretariat to report on activities undertaken to promote the application of the Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships to the Open-ended Working Group and at the ninth meeting of the Conference of the Parties;

10. *Calls upon* all Parties and other stakeholders in a position to do so to make financial or in-kind contributions for the implementation of activities to promote the application of the Technical Guidelines for the Environmentally Sound Management of the Full and Partial Dismantling of Ships;

11. *Requests* Parties and other stakeholders to transmit to the Secretariat relevant information that may be of assistance to stakeholders in developing measures to address, in the short and medium term, the potentially harmful consequences of ship dismantling on human health and the environment, including relevant practical information and documents on the environmentally sound management of ship recycling, pre-cleaning and decontamination, and requests the Secretariat to make information received available on the Basel Convention website.”

III. Abandonment of ships on land or in ports

22. In decision VII/27, adopted by the Conference of the Parties at its seventh meeting, the Conference recognized a concern expressed by a number of Parties related to the abandonment of ships on land or in ports, and invited Parties to provide information on the issue to the Secretariat and directed the Secretariat to compile that information for presentation to the Open-ended Working Group. The decision also requested the Open-ended Working Group to consider the information submitted with a view to taking action, as deemed appropriate. The Secretariat was also requested to consult with the secretariat of IMO on the issue.

23. In view of the diversity of responses submitted by Parties pursuant to decision VII/27, the Open-ended Working Group developed, at its fourth session, a questionnaire regarding the abandonment of ships on land or in ports aimed at identifying the information to be provided. By its decision OEWG-IV/6, the Open-ended Working Group invited Parties, other States, ship owners and other stakeholders to submit responses to the questionnaire to the Secretariat. In decisions OEWG-IV/6 and OEWG-V/7, the Open-ended Working Group requested the Secretariat to review and analyse the information received and to identify key issues for proposals on how to address cases of such abandonment for consideration by the Conference of the Parties at its eighth meeting.

24. Decisions OEWG-IV/6 and OEWG-V/7 further requested the Secretariat to continue consultations with the secretariats of IMO and ILO on the issue, to follow closely developments on the issue in both organizations and to report on them to the Conference of the Parties at its eighth meeting.

A. Implementation

25. In accordance with decisions VII/27 and OEWG-IV/6, the Secretariat issued communications to the Parties to the Convention requesting information on the abandonment of ships on land or in ports.

26. In addition, the Secretariat consulted the IMO and ILO secretariats on the issue of abandonment of ships. Further to these consultations, the IMO secretariat prepared a note on the abandonment of ships, which was presented to the first session of the Joint Working Group.¹⁰ The ILO secretariat has also provided information related to its work on abandoned seafarers.

27. The submissions received in response to decisions VII/27 and OEWG-IV/6 contained varied information.¹¹ The number of responses received illustrates the importance of the subject matter and the relevance that it has for the affected countries. The key issues raised by the responses received included, among others, the following:

(a) **Availability of information:** Several countries indicated that information on the number of abandoned ships in their territory is not available due to lack of technical and financial resources to gather the relevant data;

(b) **Nature of ships:** From the responses received, it is clear that a wide variety of vessels have been abandoned, ranging from small wooden boats to cargo vessels, ferries and tankers;

¹⁰ UNEP/CHW/OEWG/4/INF/3.

¹¹ The responses received pursuant to decisions VII/27 and OEWG-IV/6 that were submitted before the fifth session of the Open-ended Working Group are available in documents UNEP/CHW/OEWG/5/INF/5 and UNEP/CHW/OEWG/5/INF/5/Add.1. The responses received during or after the fifth session of the Open-ended Working Group are available on request from the Secretariat.

(c) Definition of abandonment: From the responses received, it can be concluded that Parties have different definitions or interpretations as to what constitutes an abandoned ship. While some Parties only consider as abandoned those ships that have sunk or are grounded or neglected, other Parties also include ships that have been confiscated or seized by port or other national authorities;

(d) Main reasons evoked for abandonment: the main reasons provided include collision, accident, sinking, grounding, death of the owner, maintenance costs and lack of funds for repairs. The Parties that define abandonment more broadly have also indicated confiscation and seizure of ships for illegal traffic of migrants, drug traffic, bankruptcy, and other offences as reasons for abandonment;

(e) Potential risk to human health or the environment: Most Parties indicated that an analysis of the potential risk to human health or the environment of abandoned ships on land or in ports had not been carried out in their countries. Nonetheless, several Parties indicated that there was a potential risk to human health and/or the environment. On the other hand, other Parties indicated that, given the nature of the ships abandoned in their countries, there was no risk of environmental damage or damage to public health. Other risks mentioned were risk to navigation and mooring. In addition, several Parties highlighted the negative impact that abandoned ships have on the landscape, including aesthetic considerations;

(f) Steps taken to mitigate effects on human health and the environment: some Parties have taken measures to mitigate potential adverse effects on human health and the environment, including pumping out or removing bunkers, oils and/or fuels, placing floating barriers, and others;

(g) Accident control systems: Some countries indicated that they have well-developed structures for marine accident control and investigation and others indicated that they are in the process of developing such systems;

(h) Legal regime: Some countries have an existing legal mechanism to address cases of abandonment of ships, which includes the right to remove and dispose of an abandoned ship, whereas other countries have no legal process available at the national level to address abandonment or to dispose of ships. Some Parties have enacted legislation that regulates abandoned ships in their countries.

28. It is also noted that no common problem shared by all respondents and falling fully within the responsibilities and competencies of the Basel Convention was identified in the review of the responses received pursuant to decisions VII/27 and OEWG-IV/6.

29. The note on abandonment of ships prepared by the IMO secretariat (see paragraph 26, above) states as follows:

“The abandonment of a ship **at sea**, for the purpose of its disposal, (take the crew off and simply let go) constitutes an uncontrolled dumping operation and, therefore, should be considered a violation of the [Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, (the London Convention) and its 1996 Protocol] and subject to enforcement procedures of relevant Parties following investigation.

The abandonment of a ship **on land or in port**, with or without its crew, is not covered by the London Convention/Protocol, but would be a liability matter for the port State to pursue with the flag State and the shipowner. Acts of abandonment in internal waters of a State should therefore be addressed in the national laws of the State concerned. If a party has chosen to apply the provisions of the London Protocol to its internal waters under Article 7.2 (see paragraph 7 above), then dumping of a ship in the internal waters of that State would be covered under the Protocol.”

Finally, the note indicated that the draft wreck removal convention currently being considered by the IMO Legal Committee with a view to its possible adoption during 2007 would apply to the abandonment of a ship “only if such a ship was abandoned or derelict following upon a maritime casualty”.

30. Therefore, the 1972 London Convention and its 1996 Protocol, as well as the draft wreck removal convention and the IMO Guidelines and Standards for the Removal of Offshore Installations and Structures on the Continental Shelf and in the Exclusive Economic Zone may provide some assistance to Parties on this issue.

31. The issue of abandoned ships has also been discussed by MEPC at its fifty-third and fifty-fourth sessions, by the IMO Legal Committee at its 91st session, as well as in the context of the Joint

IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers. In response to a need expressed by the IMO/ILO Ad Hoc Expert Working Group, ILO has developed a database of reported incidents of abandonment of seafarers.¹² This database contains a regularly updated list of vessels that have been reported to ILO as abandoned in various ports of the world by appropriate organizations. The issue of abandoned ships will be further considered at the fifty-fifth session of MEPC, which will be held from 9 to 13 October 2006.

32. The need to avoid duplication of work and overlapping of responsibilities and competencies between IMO, ILO and the Basel Convention was recognized by the Conference of the Parties, as reflected in the terms of reference of the Joint Working Group, adopted by the Conference of the Parties at its seventh session in decision VII/25, which identified it as one of the issues to be considered by the Joint Working Group. Furthermore, decision VII/26 noted that duplication of regulatory instruments that have the same objectives should be avoided.

33. It is further noted that, during the fourth and fifth sessions of the Open-ended Working Group, queries were raised as to the applicability of the Basel Convention to abandoned ships. Some countries have submitted similar comments in their responses pursuant to decisions VII/27 and OEWG-IV/6. These countries argue, in particular, that the Basel Convention may not be applicable to abandoned ships because the decision to abandon a ship may not involve a transboundary movement of hazardous wastes.

B. Proposed action

34. In the light of the above and, in particular, the ongoing work by other organizations relevant to the issue of abandonment of ships, the Conference of the Parties may wish to adopt a decision along the following lines:

“The Conference of the Parties

1. *Requests* the Secretariat to forward the submissions received in response to decisions VII/27 and OEWG-IV/6 to the relevant bodies of the International Maritime Organization and the International Labour Organization for their consideration and invites those organizations to take account of such information in their on-going work on the abandonment of ships on land or in ports and related issues;

2. *Invites* Parties with cases of abandoned ships on land or in ports to consider applying the provisions of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (the London Convention and its 1996 Protocol) and the draft wreck removal convention to their internal waters, as appropriate;

3. *Agrees* to cease work on the abandonment of ships on land or in ports.”

¹²

The database may be accessed at http://www.ilo.org/dyn/seafarers/seafarersBrowse.Home?p_lang=en.