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**Subject: "IMO Hong Kong Ship Recycling Convention
set to enter into force by June 2025"**

Summary: The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships ([the Hong Kong Convention](#)) is set to enter into force within 24 months, after Bangladesh and Liberia became Contracting States to the Convention, by 26th June 2025.

Background

1. The Hong Kong Convention was adopted at a diplomatic conference held in Hong Kong, China, in 2009. It is aimed 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 the environment. In addition, it embraces the "cradle to grave" concept, addressing all environmental and safety aspects relating to ship recycling, including the responsible management and disposal of associated waste streams in a safe and environmentally sound manner.
2. The Convention places responsibilities and obligations on all parties concerned – including shipowners, shipbuilding yards, ship recycling facilities, flag States, port States, and recycling States. Upon entry into force of the Hong Kong Convention, **ships to be sent for recycling will be required to carry onboard an Inventory of Hazardous Materials**. Ship recycling facilities authorized by Competent Authorities will be required to provide a Ship Recycling Plan, specific to each individual vessel to be recycled. Additionally, Governments will be required to ensure that recycling facilities under their jurisdiction comply with the Convention.
3. After 14 years since its adoption by the International Maritime Organization the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention) has successfully been ratified and will enter into force.

Hong Kong Convention Status

4. As per IMO data the current 22 Contracting States to the Convention represent approximately 45.81% of the gross tonnage of the world's merchant shipping. The combined annual ship recycling volume of the Contracting States during the preceding 10 years amounts to 23,848,453 gross tonnage, equivalent to 3.31% of the required recycling volume.
5. It is underlined that the Hong Kong Convention will enter into force 24 months after the following required criteria have been met: not less than 15 States; not less than 40% of the world's merchant shipping by gross tonnage; and ship recycling capacity of not less than 3% of the gross tonnage of the combined merchant shipping of those States mentioned above.
6. These conditions have now been met. **The Hong Kong Convention will enter into force on 26 June 2025**. In this context, it is noted that Bangladesh is one of the world's largest ship recycling countries by capacity. Liberia is one of the world's largest flag States by tonnage.

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7. Entry into force of the Hong Kong Convention confirms the huge progress made in safe and environmentally sound ship recycling that has been driven by the Convention since its adoption

in 2009 and realizes the globally compliant market into which ships must now be sold, giving shipowners confidence and legal certainty that end-of-life vessels will be recycled properly.

8. In view of increased concern about various environmental issues, the focus on the use of non-hazardous materials in ship design, building, and operation is also increasing. The two most relevant regulations, presently governing the requirements of the Inventory of Hazardous Materials (IHM) and authorization of ship recycling facilities, are:
 - The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 SR/CONF/45 (HKC).
 - The EU Regulation on Ship Recycling (EU) No. 1257/2013 (EU SRR), in force for European-flagged vessels and 3rd party flagged vessels, visiting European ports or anchorages, equal to and above 500 GT.
9. MAC S.A. will continue to closely monitor relevant developments linked to the implementation of the Hong Kong Ship Recycling Regulation for providing to its customers and ship management companies, as well as international registries with the best possible and most appropriate **guidance for the implementation of the individual legislative dimensions** under the applicable provisions of various international registries but also following the needs of the individual ships and the management companies depending on the geographical coverage of the maritime operation and trading area.



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