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Hong Kong Convention 2009 and Inventory of Hazardous Material (IHM) and UNCLOS High Seas Treaty, Conflicts, Challenges and Emerging Maritime Regulation.



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Why Ships are toxic?

- ❖ Man belongs to nature, hence nature does not belong to man.
- ❖ Challenges to overcome when dismantling a ship,
 - Asbestos
 - Heavy Metals
 - Mineral Oil
 - Bilge and Ballast water
 - Polycyclic Aromatic HydroCarbons (PAHs)
 - Polychlorinated Biphenyls (PCBs)
 - Organotins
 - Naturally Occurring Radioactive Material (NORM).
- ❖ Era of sustainability with 17 Sustainable Development Goals.
- ❖ Hong Kong Convention came into effect on 26 June 2025.
- ❖ Milestones achieved towards sustainability under UN SDG 12 viz. Responsible Consumption and Production.



Ships and Steel

- The Progressive Change. Wooden to Steel Hulls. Sails to Engines, Wind Energy to fossil fuel.
- Cradle to grave approach. Builder to Breaker.
- Steel Production – The driver for ship Recycling.
- Modern Steel Making – Melting of Scrap in Electric Arc Furnaces (EAF).
 - Smelting of Iron Ore in Oxygen Blown converters (OBC).
- 30 to 40% of total steel production manufactured from recycled steel (600 Million MT).
- Ship Recycling Market Dominance – India, Bangladesh, Pakistan and Turkey
- Ship Recycling and informal industry wedged between steel and shipping industries.
- Shipping markets dictate ship demolition prices.



Hong Kong Convention 2009

- Campaign by Green Peace International to bring ship recycling into the public attention
- UN Environment programme. Ministers forum
- Role of Basel Convention 1992 / Ban Amendment 2019 – European waste shipment regulation
- Hong Kong Convention – the initial years from 2003
- Requirement Highlights
 - IHM – Inventory of Hazardous Materials
 - ICIHM – International Certification on Inventory of Hazardous Materials (ICIHM)
 - SRFP – Ship Recycling Facility Plan
 - DASR – Document of Authorization to conduct Ship Recycling
 - SRP – Ship Recycling Plan
 - IRRC – International Ready for Recycling Certificate
 - Notification by Yard to competent Authority Flag State from commencement to completion of recycling.



Case Studies

- Ship Owner
- Ship Master
- Cash buyer
- Yard Owner
- Wreck

High Seas Treaty - BBNJ

- ❖ Pressure on Marine Bio Diversity, an increase of these activities impacts climate change and ocean acidification.
- ❖ UN Countries co-ordinated for a new treaty for the conservation and sustainable use of Bio Diversity (Began in 2018, Concluded 2023).
- ❖ Does not apply to countries own marine areas but beyond any country's jurisdiction.
- ❖ Areas of focus
 - Access and use of Marine Genetic Resources (MGR)
 - Area Based Management Tools (ABMT)
Eg. Marine Protected Areas (MPA)
 - Environmental Impact Assessment (EIA)
 - Capacity Building and Transfer of Marine Technology for developing states
- ❖ BBNJ
 - 19th Sept 2025 ratification by 60 states
 - Came into force on 17th Jan 2026
- ❖ Concerns
 - Implementation challenges
 - Compliance by Major Maritime Powers ?
 - Soft compliance mechanism – IUU Fishing



The Way Ahead - Impact of BBNJ and HKC 2009

- ❑ **BBNJ** – UN SDG 14 Life below water
- ❑ **SARGADOM** Thermal Dome Project – Atlantic Ocean
- ❑ **Costa Rica** Thermal Dome – Pacific Ocean
- ❑ **HKC 2009** – The Green passport and green passport EU class Notation
- ❑ **IHM** – Peoples Good Health and well being SDG 3
 - SDG 6 Clean water and sanitation
 - SDG 13 Climate Action
- ❑ Overall, both the two new Regulations promote the 17 SDG's of 2015 further contributing to the 8 Millennium Development Goals (MDG) of 2000, set by UNO for the coming generations.



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