



DIVEST Frame-work 7 Collaborative R&D into Ship Recycling Autumn 2009 Newsletter

Welcome to the first newsletter from the DIVEST Project.

DIVEST is a Research and Technology Development collaborative project funded by the European Community as part of the 7th Framework Programme for Research, Technological Development and Demonstration. (grant agreement No SCP-GA-2008-218695-DIVEST). The project started in August of 2008 and runs until the end of July 2011.

The aim of DIVEST is to provide an innovative (*both qualitative and quantitative value arguments will be included*) holistic (*introducing legal, technical, social and environmental factors*) risk intelligent (*using validated tools, appropriate to the situation*) and fully integrated decision support tool or 'database' concerning the subject of ship recycling.

Eleven international partners from across the EU and beyond (including Turkey and India) are collaborating on this high-profile FP7 project, which includes significant emphasis on dissemination of information, and training in best practice identified during the research. With 15 months of project work now in place, and concrete experimental but also development work to report against, the aim of this newsletter is to raise awareness of the Project across the whole stakeholder community.

The newsletter will be issued quarterly. Special bulletins shall also be distributed when significant activities, reports, demonstrations, conferences and other dissemination events are announced.

Research topics:

Ship Recycling is an industry that is very important to the nations in which it has become established. The NGO Platform and other organisations have highlighted several aspects of the activities associated with recycling which require the attention of the international community. One such aspect is the development and enhancement of occupational health and environmental conditions within the industry.

Addressing many of the issues being highlighted depends on the political and legislative situation both nationally and internationally. The organisations trying to influence working practices in the ship breaking and recycling market must do so within rapidly changing political frameworks. DIVEST has undertaken a detailed analysis of this area, together with an examination of the technical 'state-of-the-art, and of the legislative bodies, national and international institutions and organisations responsible for and engaged in ship recycling.

These political/legislative studies focused on the position of three international agencies specifically involved in ship recycling; the International Maritime Organisation (IMO), the International Labour Organisation (ILO) and the Basel Convention whose parent body is the United Nations Environment Programme (UNEP).

Many other organisations were also examined and it was noted that in 2008, an EU strategy for better ship dismantling was proposed, following work commissioned by the European Community during 2006. The strategy suggests a number of measures to rapidly improve ship dismantling conditions, covering the interim period before the entry into force of the IMO Convention for safe and environmentally sound recycling of ships (also known as the Hong-Kong Convention). Furthermore, the study examined the legislative situation within all of the nations presently engaged in ship

recycling and produced detailed summaries which will form part of the input to the DIVEST decision support tool.

Early research findings:

DIVEST is finalising several detailed reports looking at the legislative, political and HSE aspects of ship recycling. These will be discussed with the relevant stakeholders as the project progresses. The research has shown that Health, Safety and Environmental (HSE) baseline conditions related to ship recycling, vary tremendously from nation to nation. Generally speaking the stabilising of political positions and the implementation of new environmental legislation is already driving higher standards in the majority of nations now engaged in the industry. The technical approach varies but is driven by the local economic conditions as well as the availability of infrastructure and capital for investment.



Frame 1 *A ship being dismantled on a beach**



Frame 2 *Steel from a ship ready for recycling**

*Photographs courtesy of ILO

Early project developments:

In parallel with political and legislative studies, research and development work has been conducted into some of the specific processing aspects applied by repair and dismantling companies in Sweden, Turkey and India. It was noted that in some instances, the exchange of best practice could be of immediate benefit.

DIVEST has now selected the target for audience for the first of several training modules to be delivered to operational ship dismantling teams, thanks to a productive engagement with the Turkish Ship Recycling Association. The generic training approach and the first designs for multi-cultural training modules were recently documented and an initial set of operations (or training subjects) has been defined. In the first instance the subject of 'metal cutting' will be tackled, since this was identified as being of particular concern within the industry. In particular the problems of fume from painted surfaces during oxy-fuel cutting are significant.

Opportunities for improving conditions for people working in ship recycling exist through working both with those engaged directly in dismantling, and in educating the managers and owners of the companies involved. DIVEST will be addressing training and knowledge exchange in both areas and will address more aspects of dismantling operations and some aspects of the management of ship recycling facilities, as case studies and data collection studies progress over the coming months. DIVEST is also investigating a range of risk assessment tools which will contribute to modelling work and to the selection of future topics for information dissemination and training.

In summary, during the early stages of project development for DIVEST, many immediate opportunities for improvement were identified, applications for the future decision support tool within the stakeholder community were highlighted, together with useful data for inclusion in the models that will drive it. DIVEST has got off to a good start and the first tangible outputs, in the form of training modules are well under way and should be available in the New Year.

Dissemination activities:

DIVEST has had a very busy and successful start-up, and its focus on early dissemination resulted in an invitation to participate in the prestigious 'Research Connections 2009 conference in Prague during March. At the

Conference, DIVEST was one of 50 EU leading FP7 projects provided with an exhibition stand for the two-day event, for which a DVD presentation about the project aims was produced, together with a press-pack.

The project coordinator, **Jean Christophe Saint-Geniès** presented the DIVEST project to a specially invited international press briefing. The great interest shown in DIVEST in Prague was followed-up by a Euronews 'Futuris' documentary. The production team filmed during a recent DIVEST Technical Meeting in Izmir, Turkey at the end of September 2009, in Gothenburg, Sweden in October and also interviewed many of the project partners. Keep an eye out for the TV programme, which will be transmitted several times during November 2009.

To learn more about DIVEST visit the project website www.divest-project.eu, and to be included in future newsletter circulation, please contact the Dissemination Manager by emailing david.calder@twi.co.uk.

DIVEST's partners look forward to hearing your comments and feedback on this newsletter, the project website and the TV programme. The consortium is seeking to meet and engage with many more stakeholders from the ship recycling community over the coming months as the project pushes forward with data-collection on technical, HSE and economic factors, training module design and delivery and knowledge exchange activities.

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