



Photo: Jan Newton

## Ahead of the curve

Turkey's recycling industry is looking forward to working under new IMO regulations that it helped to create

**T**he IMO Diplomatic Conference on ship recycling, which took place in Hong Kong on 11-15 May, was, at times, an intense affair, dominated by heated debates between delegations with radically different views. However, towards the end of the conference, even the most vocal delega-

tions were reported to have realised the need to agree on and adopt a global regulation on ship recycling.

"The IMO conference succeeded in establishing a legal framework that is specifically designed for the maritime sector in relation to the recycling of end-of-life ships," Dimitris Ayvatoglu of

**At recycling yards in Aliğa ships are winched ashore on to hard surfaces with controlled drainage and sliced 'like salami'**

Leyal Ship Recycling, who serves as industrial advisor to the Turkish delegation to the IMO for ship recycling matters, explained to *Fairplay*. "For any legislation to be both effective and practicable on the thorny issue of ship recycling, it needs to be global and to recognise shipping's global nature."

Ayvatoglu believes that certain points could have been tightened up in Hong Kong but hastened to add "our work is not finished there. We still have the guidelines and also the opportunity to improve the convention through amendments in future IMO meetings."

According to Ayvatoglu, the Turkish ship recycling community's reaction to the outcome of the conference has been positive overall. "The authorities

### Leyal: safe and sound recycling

Leyal Ship Recycling is based in Aliğa, 30 miles north of Izmir, Turkey's third largest city. With a long and successful track record, it prides itself on always applying the most stringent control methods for the safe and environmentally sound recycling of ships.

Since the early 1980s, Leyal, together with its affiliates, has been involved in the sale for demolition of more than 450 vessels of various types and sizes (including navy vessels and submarines). Its most recently completed project involved dismantling a 150,000dwt FPSO belonging to a European oil major, which included the management of significant quantities of asbestos and oil/fuel residues. Cur-

rently, Leyal has a contract with the British government to dismantle three Royal Navy vessels. According to Dimitris Ayvatoglu, this is not the first time that Leyal has been contracted by European governments to recycle ships – it dismantled the Spanish Navy supply vessel *Aragon* and the German Navy destroyer *Rommel* in 2002 and 2004 respectively.

Leyal is fully licensed by the three ministries that jointly regulate the ship recycling industry – the Ministry of Environment, the Undersecretariat of Maritime Affairs and the Ministry of Labour and Social Security. All the requirements and provisions of the European Commission directive on

hazardous waste have been transposed into Turkish national law under the byelaws of Hazardous Waste Control.

Turkey is an OECD member and a signatory to the Basel Convention and thus qualifies as equivalent to other European countries in relation to the trans-boundary movement of wastes such as asbestos, often found on ships destined for recycling. More specifically, European Commission legislation on waste shipments (EC No 1013/2006 of 14 June 2006) permits shipment of wastes from European countries to other European and OECD countries such as Turkey. Ayvatoglu pointed out that Leyal is also the main industrial partner in the European Com-



responsible for regulating Turkey's recycling industries have been co-operating and co-ordinating among themselves since the very early stages of the IMO discussions, securing the proper flow of information both to the IMO and the industry. Industry representatives have been serving as industrial advisors to the Turkish delegation to the IMO since the beginning of the discussions on ship recycling," he explained.

"Turkey is no newcomer to the international ship recycling scene," Ayvatoglu pointed out. "With an industry dating back to the 1980s and a track record of thousands of ships dismantled, it has repeatedly gained a vote of confidence for its practices from the likes of the UK, Germany, Holland and others. It is one of the countries most involved in the development of the IMO convention. The industry, authorities and regulations have all grown in parallel. As a result, ship recycling in Turkey is effective and efficient, as well as safe and sound."

He explained that in recent years Turkey has made significant steps towards harmonising its waste legislation with relevant EC directives as part of its preparations for EU membership. "The progress of its waste legislation is clearly reflected in the annual EC enlargement

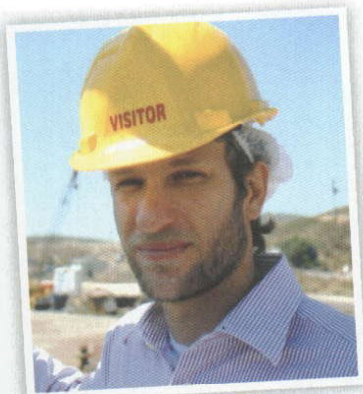


Photo: Jan Newton

**Ayvatoglu: Turkey is one of the countries most involved in the development of the IMO convention**

progress report which states that 'transposition of the *acquis* on waste management is already well

advanced. Alignment with the [EC] Waste Framework Directive is high and the Hazardous Waste Directive has been transposed'."

He noted that since the early 2000s, Greenpeace has not targeted Turkey's ship recycling practices. "This is a good indication of Turkey's success, since, for almost 10 years now, Greenpeace has been very vocal when it comes to condemning bad ship recycling practices," Ayvatoglu said.

Ratification of the ship recycling convention by Ankara, Ayvatoglu concluded, is mostly a political issue and one should expect it to be discussed and agreed in due course. "At the same time, both the authorities and the industry are preparing for the changes that the IMO convention will bring which, nevertheless, will mostly be in the format of the documentation and certification required. Operationally, the practices in Turkey are already over and above those required by the IMO convention, and in a number of instances our practices have led the way during IMO deliberations," he concluded. ■

mission-funded research project for the cost-effective and environmentally sound dismantling of obsolete vessels. Since 2006 the company has been certified to ISO 9001, ISO 14001 and OHSAS 18001 management standards by NQA, the British assessment, verification and certification body accredited by UKAS. Qualified members of Leyal act as industrial advisors to the National Delegation of Turkey to the IMO regarding the IMO Convention on Ship Recycling.

**Leyal Ship Recycling: prepared for the changes the IMO convention will bring**

Photo: Dimitris Ayvatoglu

