24 November 2026

Open letter to the Members of the European Parliament to reject the motion for a resolution and support the inclusion of Indian ship recycling yards on the European List

Dear Members of the European Parliament,

Ahead of this week's plenary vote, European Shipowners | ECSA, BIMCO, the Cruise Lines International Association (CLIA), the International Chamber of Shipping (ICS), INTERCARGO, INTERFERRY, INTERTANKO and the World Shipping Council (WSC) call on MEPs to **reject the motion for a resolution** objecting to the European Commission's proposal to add two Indian ship recycling facilities to the European List of Ship Recycling Facilities.

Follow the evidence, avoid double standards

The two Indian yards were thoroughly evaluated during an extensive, independent inspection process and found compliant with the EU Ship Recycling Regulation (EU SRR), as demonstrated by the publicly available inspection reports. They meet the same requirements of the EU SRR and its Technical Guidance Note that have underpinned every previous edition of the European List.

Inclusion should be determined solely on whether a facility meets these safety and environmental requirements, based on objective assessments and inspections. Declining to approve facilities that objectively meet the standards the EU has itself agreed would undermine the credibility of the EU's own legislation. We call on Parliament to base its decision on facts and evidence: non-OECD yards that meet the EU SRR's requirements can and should be recognised.

Reward progress towards safe and environmentally sound ship recycling worldwide

The proposed inclusion reflects years of substantial investment and effort since the adoption of the Hong Kong Convention (HKC) in 2009. The yards concerned have made considerable capital investments to upgrade their infrastructure, safety systems and environmental management to meet the HKC and EU SRR standards. These efforts embody the very purpose of the EU SRR: to reduce disparities between operators in the EU, in the

OECD and in relevant third countries in terms of workplace health and safety and environmental standards, in support of the globally applicable Convention.

Address ship recycling capacity

The inclusion of these two facilities is an important step towards resolving the structural capacity shortage on the European List. With industry estimates pointing to a significant increase in the number of vessels reaching the end of their operational life over the coming decade, sufficient compliant recycling capacity is essential. The EU Industrial Maritime Strategy also recognises the need to pursue an international level playing field by aligning EU and global standards. A European list that reflects the reality of global recycling capacity is a precondition for the legislation to function as intended: as an incentive for safe and environmentally sound ship recycling worldwide.

Compliant South Asian yards are allies, not competitors

Recent data on recycling activity[1] shows that EU-listed yards and yards in India serve different parts of the market. EU yards recycle mainly offshore units, fishing vessels and inland ships, whereas South Asian yards recycle the large ocean-going merchant fleet. Ships recycled in the EU are also considerably smaller: EU yards handled 8% of recycled ships worldwide but only 2% of the LDT[2]. On average, ships recycled in the EU were only 30% of the size of the average ship recycled worldwide. The two groups of yards therefore complement each other rather than compete. EU capacity alone cannot absorb the vessels that need to be recycled in a safe and environmentally sound manner.

We therefore call on Members of the European Parliament to base their decision on facts and evidence and in line with the stringent requirements of the EU Ship Recycling Regulation to support the proposal of the Commission and reject the motion for a resolution.

We remain at your disposal should you have any questions.

[1] BIMCO market analysis, covering 2018-2026.

[2] Light displacement tonnage (LDT) is the weight of a ship's hull and machinery, excluding cargo, fuel, water, ballast, stores, passengers and crew. It is the standard measure of a ship's scrap metal content in ship recycling.

Yours sincerely,

Sotiris Raptis, Secretary General, **European Shipowners | ECSA**

David Loosley, Secretary General and CEO, **BIMCO**

Bud Darr, President and CEO, **Cruise Lines International Association (CLIA)**

Thomas A. Kazakos, Secretary General, **International Chamber of Shipping (ICS)**

Kostas G. Gkonis, Director and Secretary General, **INTERCARGO**

Mike Corrigan, CEO, **INTERFERRY**

Tim Wilkins, Managing Director, **INTERTANKO**

Simon Bergulf, Vice President, Environment and Climate, **World Shipping Council (WSC)**