
SAFE AND ENVIRONMENTALLY SOUND SHIP RECYCLING IN BANGLADESH – PHASE I

EXECUTIVE SUMMARY

This project is designed to enhance the development of safe and environmentally sound ship recycling in Chittagong, Bangladesh, with the aim of improving the standards and therefore the sustainability of the industry. As a by-product, the project will assist the industry to eventually meet the requirements of the Hong Kong International Convention on the Safe and Environmentally Sound Recycling of Ships, 2009 (the Hong Kong Convention), so that the Government of Bangladesh may be in a position to accede to the Convention, in due course.

The project is to be delivered in phases. Phase I is concerned with the establishment of a number of actions to support the implementation of improved practices and upgrade others, taking into account the interests of key stakeholders including the Government of Bangladesh and the Bangladesh Ship Breakers Association (BSBA). The relevant ministries will be involved, coordinated through the Ministry of Industries. In addition, the International Labour Organization (ILO), the Secretariat of the Basel, Rotterdam and Stockholm Conventions (BRS), and the United Nations Industrial Development Organization (UNIDO) are significant international partners who will add value to the tasks by sharing their expertise, know-how, and in some cases, funding¹, to assist in creating opportunities for long-term improvements in safety, health, and environmental protection and ultimately for the development of new infrastructure. Phase I will involve several studies and trial activities on these tasks, with detailed infrastructure design and sourcing of financing being reserved for the next phase.

There are five work packages covering – economic and environmental studies, planning for management of hazardous materials and wastes with an outline design of a downstream facility, development of a Government One-Stop Service, training module upgrading and preparation of new modules on safety, health and environment, and the production of a project document for phase II.

¹ BRS will fund a significant portion of the work planned under work package 2: Plan the management of hazardous materials.

The work packages will consist of international and local inputs and coordination. IMO will act as the Implementing and Executing Agency (IEA) for the project and will have the overall implementation, fiduciary and project administration responsibilities. IMO will work very closely with the Ministry of Industries (Mol) who will act as the National Executing Partner for the project. Mol will host a Project Management Office which will support the day-to-day implementation and coordination of the project activities. An Executive Committee comprised of members from the International Maritime Organization (IMO) and Mol will act as the highest decision-making body for the project. A Project Steering Committee, chaired by the Mol will be established to provide guidance and advice on all technical components of the project. IMO, with its overall implementation, fiduciary and project administration responsibilities, will set in place a monitoring and evaluation (M&E) system for the project.

The project is expected to be managed within a budget of US\$1,516,275 commencing January 2014² (phase I), for a period of 18 months. This amount includes the BRS funds of US\$273,603.

² The project has started on 1 January 2015.