

EN

E-005034/2025

Answer given by Ms Roswall
on behalf of the European Commission
(17.2.2026)

The Ship Recycling Regulation (SRR)¹ aims to reduce the adverse effects on human health and the environment of ship recycling. It is based on international rules² and applies only to EU-flagged ships. These ships must be recycled in yards that are in the European list of ship recycling facilities and that comply with strict safety and environmental requirements, irrespective of their location (in the EU or not). Furthermore, for any ships that become waste in the EU, the Waste Shipment Regulation³ imposes an export ban to non-Organisation for Economic Co-operation and Development countries.

The evaluation of the SRR of February 2025⁴ concludes that the effectiveness of the SRR has been significantly undermined by re-flagging, as highlighted by the Honourable Members. A potential financial incentive such as a ship recycling licence to prevent SRR circumvention, would need to be assessed further as part of an impact assessment in the context of a future possible revision process of the SRR. The Commission considers the first priority is to see how the Hong Kong Convention⁵, which entered into force in June 2025, can be improved towards stricter global standards. Re-flagging is also a global issue which cannot be solved through the SRR only. In this respect, the Commission published in January 2026 a study on the use of the ‘open registers’ (often related to ‘flags of convenience’)⁶. In addition, the Commission continues to monitor the SRR implementation, collaborating with enforcement authorities and stakeholders, with a focus on preventing circumvention.

¹ Regulation (EU) No 1257/2013 of the European Parliament and of the Council of 20 November 2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC, OJ L 330, 10.12.2013, pp. 1–20.

² It is in accordance with relevant Hong Kong Convention provisions and taking into account the relevant guidelines of the International Maritime Organization, the International Labour Organization, the Basel Convention and the Stockholm Convention on Persistent Organic Pollutants and of other international guidelines.

³ Regulation (EU) 2024/1157 of the European Parliament and of the Council of 11 April 2024 on shipments of waste, amending Regulations (EU) No 1257/2013 and (EU) 2020/1056 and repealing Regulation (EC) No 1013/2006, OJ L, 2024/1157, 30.4.2024.

⁴ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52025SC0040>.

⁵ <https://www.imo.org/en/about/Conventions/pages/the-hong-kong-international-convention-for-the-safe-and-environmentally-sound-recycling-of-ships.aspx>.

⁶ <https://op.europa.eu/fr/publication-detail/-/publication/33987074-f030-11f0-8d3c-01aa75ed71a1/language-en>.