



AFTER LIFE COMMUNICATION PLAN

RECYSHIP

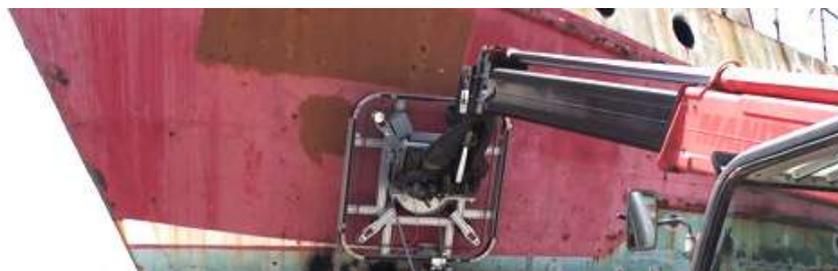
LIFE 07 ENV/E/000787



Pilot Project for the dismantling and decontamination of end-of-life ships

www.recyship.eu www.recyship.com

RECYSHIP is a European Commissions LIFE+ Programme financed project, that has been developed in Spain and Portugal from 01-01-2009 until 09-30-2013.





PROJECT DESCRIPTION

RECYSHIP is an ambitious European Project, which aims to address the issue of ship scrapping in matters of occupational safety, health and environmental protection.

With this project the European Commission addresses the controversial issue of decontamination and recycling of end of life ships.



These are the main objectives of the project:

- 1. To analyze in depth both the European and State Members legislation**, in order to help the European Administration to improve further legislation ensuring the acceptance of the principles of the Basel Convention , as well as general and specific environmental principles for end-of-life vessels.
- 2. To develop a deep analysis of the methodologies for decontaminating and dismantling** end-of-life ships, that will take into account technical, environmental and health and safety standards.
- 3. To develop a technically and economically feasible, environmentally sound and occupational healthy safe methodology.** As a result some prototypes will be developed.
- 4. To do a pilot test in a properly equipped shipyard** in the South West of Europe, in which the prototypes will be validated.
- 5. To develop a capacity and impact assessment in the Spanish and Portuguese coastline.**
- 6. To develop an integrated management system.**

PROJECT DEVELOPMENT

Environmental, social and economic results

The Project has given answer to the existing problem of ship dismantling, which is causing important environmental problems, during the process of transferring the ships to the shore and during the scrapping process itself.

The results of the project have shown that it is possible to manage end-of-life ships by using good environmental practices while decontaminating and scrapping, reducing this way the environmental risks of the involved workers.



The systematization of the working procedures, together with the current changes in the legislative framework clearly mark a tendency in the European Union towards a work systematic like the one established by the project.

In this way both the risks of moving vessels that contain hazardous substances and the wastes of their own dismantling are reduced. At the same time, the reuse and recycling of the components of end-of-life ships is improved.

Technological or methodological innovations

The Project has defined a process map that allows the improvement of decontamination and scrapping procedures on end-of-life ships anywhere.

Three different prototypes have been designed for the decontaminating and scrapping process of end-of-life vessels. A first prototype consists on a



water treatment line; the second one is used for the cutting process and a third one for the TBT stripping within the cutting lines.

A safety, environmental, and quality integrated management system has been defined for the decontamination and dismantling of end-of-life ships, being implemented at the shipyard of Navalria, but replicable at any other shipyard in Europe.

A GIS tool has been designed for the analysis of the capacity to start up the activity in the Spanish and Portuguese Port's surroundings, which allows the localization of the best places for the scrapping of ships on these shores.

Long-term benefits and sustainability

The Project has opened a new business line for Navalria Drydocks that will expand their activities with the decontamination and scrapping of end-of-life ships.

One of the projects steps was the economic viability study of a treatment plant with a worthwhile operating ratio. As a result of the analysis and the acquired experience during the project, one of the biggest successes of the project has been achieved: Starting a new enterprise in Spain; Recyship Reciclaje Naval, whose goal is the recycling of end-of life-ships. This enterprise is supported by an existing shipyard in Vinaroz, named "Varadero Vinaros", which has all the mandatory licenses to manage end-of life-ships, and all the infrastructures and facilities to begin with this activity.

Demonstration value and transferability

The Project has given some possible solutions to the problem of end-of-life ships management, fulfilling occupational health and safety, environmental and quality requirements.



All the obtained results have been designed considering the transferability to other sites, existing shipyards or not, within the European Union.

Relevance to environmental policy and legislation

The Project has been highly involved in the definition of the Regulation (EU) No 1257/2013 of 20th November 2013 on ship recycling. RECYSHIP presented some arguments and feasible solutions to the existing problems in the decontamination and scrapping process that have been considered in the approved final text of the law.

THE COMMUNICATION STRATEGY

The Recyship Project has had a wide dissemination both in the mass-media and at institutional level.

Project's Web-site --> www.recyship.eu www.recyship.com

A Project Web-site has been developed, obtaining a great web positioning in Internet search engines such as Google. The web-site includes articles, news, progress summaries, etc. The videos developed by the Project are available too.

A Project's blog has been developed too, which has been updated continuously. <http://recyship.wordpress.com/>

The project is present on the social media platforms, for example Twitter <https://twitter.com/recyship> and Facebook <https://www.facebook.com/recyship>

Publications:

The Project has made a special effort to be present in local and national publications. The project has been spread both in specialized channels and in general diffusion channels.

The Project has had a big presence into the mass-media. There are registered more than 75 appearances of the project.

Between 2009 and 2010, in the beginning of the project, 8 publications were written about the project. In 2011, the project appeared in 9 diffusion media. Since 2012, the project increased in a significant way its presence into media, with 61 appearances in 2012 and 2013.

Diffusion material:

Diffusion material has been designed and spread by the project partners among the stakeholders and general public.

Informative boards have been printed and located in the partners facility where the project demonstration has been carried out.

Posters, CDs and folded sheets have been edited and printed for the general spreading of the project. Some merchandising has been produced: pens, folders, rubber ships and paper bags.

A video showing the dismantling procedure of three ships at the pilot plant has been recorded and made available on the project website for all the stakeholders interested in the project.



Attendance to exhibitions and conferences:

During the Project the consortium members have attended 7 events to introduce the Recyship project.

In addition, the Recyship project has a warm welcome in conferences, seminars and workshops, where the partners have been invited to share their experience or to take part as speakers. During the project partners have taken part in 13 conferences, seminars and workshops, and an International Conference about Recyship has been organized.

AFTER LIFE COMMUNICATION PLAN

Framed within the After LIFE Communication Plan several main areas are considered.

Web-site: www.recyship.eu y www.recyship.com <http://recyship.wordpress.com/>

The project's Web-site and the blog have been updated quarterly. Their maintenance will be kept for five more years, both the Website and the blog.

The web positioning of the Website will be kept in the main search engines.

Diffusion materials:

The first commitment, as soon as the project finishes, will be uploading the Layman Report in the Project Website. At the same time invitation emails will be sent to the stakeholders to access to this content.

Due to the diminished percept value given to the paper media, the efforts will be put into the digital media, developing the diffusion and explanatory documentation in this format, and being shared through the website with the stakeholders.

The presence in audiovisual media will be reinforced, using the scrapping activities of the "Marsopa" submarine. For example the live broadcast TV program in La Sexta on 12/28/2013.

Event planning and attendance:

The developed work will be used to strengthen the participation and presence of Recyship in all the forums where we consider its presence is important, as it could contribute with acquired experience and the knowledge about the International and European Regulations on the management of end-of life ships.

One of the aspects we could not develop according to our wishes is the culture and education field. For that reason, from now on, one of our main courses of action will be the promotion and raising awareness, so we will persevere in the work made with The University of Castilla La Mancha (confirmed attendance in 2014) and with the Environmental Resources Center of Navarra (CRANA).

Additionally, we commit ourselves to presenting our development in the exhibitions and conferences where the main environmental agents will be present. For example, TECMA (confirmed attendance in 2014), Bienal Máquina Herramienta, Green week in Brussels and similar.



Relevant stakeholders and institutional visits:

The Recyship project has proved that a good public relations strategy is fundamental to strengthen the diffusion and raise awareness of the work we are doing. For that reason one of our priorities is to keep a close collaboration with the organizations we have worked before: Ministerio de Medio Ambiente, Junta Mayor de Defensa, European Parliament and Gobierno de Navarra.

Secondly, we have set as goal the presentation of our project to the authorities and political leaders of Vinarós, Castellón and of the Comunitat Valenciana, a new sphere of activity where we will be present from now on.

Finally, we do not dismiss to internationalize our project by establishing relations with the public organizations that we consider that could be interested in our project, like the French and British authorities, or even the Turkish authorities, with whom a first meeting point has been established through a similar project known as “Ship Digest”.



ANNEX: ESTIMATED BUDGET

Activity	Objective	Budget
Website positioning and update	To keep the information updated	1.200 euro
Diffusion material preparation and sending to the stakeholders.	General spreading and sending to stakeholders	600 euro
Conference attendance	General and technical spreading	4.000 euro
Visit to institutions	Organization's presentation and spreading	2.000 euro
Diffusion materials translation to English.	To promote the international awareness of the project	4.000 euro



Project Data

Project location	Pamplona (Navarra, Spain)
Project start date:	01/01/2009
Project end date:	31/12/2012. Extension date: 30/09/2013
Total Project duration (in months)	48 months. Extension months: 9 months
Total budget	3.412.546 € (3.373.546 € eligible costs)
EC contribution:	1.686.773€
(%) of total costs	49,71%
(%) of eligible costs	50%

Beneficiary coordinatos Data

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Associated beneficiary Data

Beneficiary number	Organization	Short name	Country
1 (Coordinador)	RECICLAUTO NAVARRA, S.L.	RECICLAUTO	SPAIN
2	PRYSMA Calidad y Medio Ambiente S.A.	PRYSMA	SPAIN
3	NAVALRIA -Docas, Construções e Reparações Navais, S.A	NAVALRIA	PORTUGAL
4	FUNDACIÓN TECNALIA	TECNALIA	SPAIN
5	FWD Servicios Profesionales de Duplicación, S.L	FWD	SPAIN

