

Vragen die Zembla stelde aan de UNDP:

I am reaching out on behalf of Zembla, a Dutch investigative journalism TV show/website. I am writing an article for our website about the donation from European countries like the Netherlands to the UN-led project to prevent a massive oil spill from the FSO Safer supertanker.

There are some concerns amongst European parties and organisations from countries that donated to the project that the recycling of the FSO SAFER will take place at a shipyard that maybe says it already complies with the Hong Kong Convention, but is disqualified from the EU list of approved ship recycling facilities, because of the risk of poor workers rights and the risks of hazardous material leaking back into the environment.

My questions:

- The Special UN-Rapporteur -who did the assessment of whether the Hong Kong Convention establishes an equivalent level of control and enforcement as that established under the Basel Convention- concluded that it is “not sufficient to bring about the significant and urgently needed improvements to the working practices prevailing in ship recycling yards or the elimination of the serious environmental pollution that ship recycling yards generate.” In particular, the Special Rapporteur recommends the adoption of appropriate measures in multiple areas, amongst them: Environmentally sound waste management (the rapporteur clearly states that beaching “does not and cannot, by its very nature, offer sufficient guarantees for the environmentally sound management of the hazardous wastes it generates”) and Workers’ rights.

Does the UNDP agrees with these conclusions of the special UN-rapporteur and why? If the answer is ‘no’, can you motivate why not?

- Given these shortcomings of the Hong Kong Convention when it comes to protecting the environment and worker rights, and the money from European tax payers that is part of the projects funding, will the UNDP make sure that the company who will win the bidding is operating from dry-docks that are on the EU List of approved ship recycling facilities and to compliance with the Basel Convention? If so, then how will the UNDP make sure of that? If not, then can you motivate why not?
- Is the broker Clarksons getting a percentage for organising the bidding?
- How big is the financial gap currently and is there news on how the UNDP hopes to get the complete funding that is needed for the project? Does it play any significant role in the bidding war?

Can you answer these questions before Saturday?

Antwoord van de UNDP:

The UN Development Programme is currently focused on the ship-to-ship transfer operation while working on preparing the next phase of the project. The next stages are directly dependent on timelines resulting from the current pumping of oil from the *FSO Safer* to the *MOST Yemen* replacement tanker. We will be announcing the next steps as soon as we have new details to present.