



OECD COUNCIL WORKING PARTY ON SHIPBUILDING (WP6)

WORKSHOP ON GREEN GROWTH IN SHIPBUILDING

PARIS, 7 (afternoon)-8 JULY 2011

WORKSHOP THEME: The shipbuilding industry's response to the Green Growth challenge

INTRODUCTION

In recent times, Green Growth strategies have become a key issue for many governments, both OECD and non-OECD. In addition, elements of Green Growth, such as the environment, climate change and sustainable development are becoming increasingly resonant in the views of communities around the world.

The concept of Green Growth (maximising economic growth and development, while avoiding unsustainable pressure on the quality and quantity of natural assets) is increasingly entering mainstream government policy and industry consideration, and shipbuilding will not be immune from the demands that will be made on economic sectors to respond to the challenges that will inevitably arise when Green Growth objectives are pursued.

The recent report "*Environmental and Climate Change Issues in the Shipbuilding Industry*"¹ was the first time that the Working Party considered environmental and climate change issues as they relate to shipbuilding. This report highlighted that like other major industrial activities, shipbuilding has a number of "green growth" related issues and challenges that it will need to respond to, or face increasing pressure from governments and public opinion to do so.

That report also suggested that the best response was not to treat shipbuilding as a self contained "activity" but to treat it in a broader context, by taking into account both upstream (extraction and production of construction materials and components) and downstream (ship operations and recycling) activities; in other words, to take an integrated "whole of life" approach.

This Workshop will provide the opportunity for governments to clarify their expectations with respect to Green Growth issues in shipbuilding, and for the shipbuilding sector, as well as the broader maritime industry, to comment on those expectations, and outline their present and future responses to the Green Growth challenge.

Following the Workshop, a report on "best practices" will be prepared to assist both governments and industry to devise policies to apply in their future treatment of Green Growth issues. As well as WP6 members, non-OECD economies with significant shipbuilding sectors and relevant industry groups have been invited to participate in the Workshop.

¹ * Note - This report can be downloaded from: <http://www.oecd.org/dataoecd/22/10/46370308.pdf>



WORKSHOP ARRANGEMENTS

Venue

The Workshop will be held at the OECD's Conference Centre, 2 rue André Pascal, Paris 75016, and will commence at 15h00 on Thursday 7 July, continuing on 8 July 2011.

For practical information (hotels, transport to OECD's Paris headquarters, etc.), you are invited to consult: www.oecd.org/conferencecentre.

Registration

Registration for the Workshop can be made by forwarding an e-mail or fax message, with name, position and contact details, to the Workshop Secretariat (see details below). These registrations should be made as early as possible so that security passes can be prepared to avoid delays to participants. Participants should have Passports or similar photographic identification with them to facilitate the security process.

A Workshop Programme will be sent to registered participants before the Workshop.

There are no fees associated with participation at this Workshop.

Presentations

Delegates wishing to make presentations on topics associated with the Workshop theme and related key issues, ***should advise the Secretariat as soon possible***, so that details can be included in the Workshop Programme. Documents and papers intended for prior distribution should be received by the Secretariat at least two weeks before the Workshop to allow these to be distributed to participants.

Electronic presentations for use during the Workshop should ideally be e-mailed to the Secretariat two days before the meeting, so that they can be pre-loaded on to our computers. This would avoid possible problems associated with computer security protocols at the OECD, which require that external storage media (such as USB drives and hard disks) be checked before use. This could cause delays if viruses or other problems are detected.

There are no specific formats for documents or presentations, but we would ask that presentation be no longer than 15 minutes in order to allow adequate time for discussion.

Secretariat

Contact with the Secretariat on matters related to the Workshop can be made by e-mail to danny.scorpecci@oecd.org, by phone (+33 1 45 24 94 33) or fax (+33 1 44 30 62 57).

All registrations, documents and presentations (which should be sent electronically whenever possible), should be addressed to florence.hourtuat@oecd.org



WORKSHOP STRUCTURE

The Workshop will be divided into three Sessions, and will consist of formal presentations and discussions. Part of the objective of the Workshop will be to consider how consistent are governments and industry in their respective expectations and responses with respect to Green Growth in shipbuilding.

The Workshop will also explore how to bring these elements closer together, so that Green Growth responses can be more effective (that is, the “best practices”).

Participants are invited to make short presentations on topics relevant to the Workshop Theme. Some issues for possible consideration by participants are listed below, but these are for guidance only and are not intended to prevent participants from covering other related topics.

SESSION 1: Green Growth – what do governments expect?

Issues: Governments

- How does shipbuilding fit into national Green Growth agendas.
- Have governments linked Green Growth (or at least related environmental, climate change and sustainable development issues) to shipbuilding.
- What is the perceived impact of shipyards on their surroundings.
- Current government legal and regulatory requirements regarding environmental and climate change matters that affect the maritime sector (especially shipyards and ship owners/operators).
- The role of international Conventions (including those of the IMO) in setting national environmental/climate change agendas.
- From a national perspective, should the shipbuilding industry be regarded in isolation, or should it be part of a broader response covering related sectors (such as ship owners/operators and ship recyclers, that is, the whole of life approach).
- What is the expected role of marine equipment manufacturers and shipbuilders in offering environmentally friendly ship designs and components to ship owners.

SESSION 2: How is industry responding to Green Growth imperatives?

Issues: Component/equipment manufacturers and suppliers

- How do marine equipment manufacturers and suppliers of other materials see their role in the production of environmentally friendly ships.
- Are component manufacturers part of the Green Growth response. Are they leaders, followers, or a combination of both.



Shipbuilding industry

- What is the view of shipyards on their impact on the environment and climate change, generally, and on their immediate surroundings specifically.
- What actions have shipyards taken (individually and collectively) to meet environmental and other requirements.
- Can shipyards be profitable as well as Green.
- Are governments (through legislation and regulations), and the international community (through conventions) demanding too much, too fast of shipyards.
- What ship designs and types have been introduced or in the pipeline to promote the Green Growth concepts.
- Should shipyards be “trend followers” or “trend setters” with respect to green ships.

Ship owners and operators

- What are the perspectives of ship owners and ship operators with respect to Green Growth principles and shipping.
- Are there commercial advantages with green, environmentally friendly vessels.
- How can shipping be further promoted as a “green” transport mode.
- Should ship owners take the lead to demand greener ships, or should it be the role of shipyards to design and offer such vessels.
- Has there been dialogue between ship owners/ship operators and shipbuilders on building “green” ships (for example, the Maersk 3E vessels)

Ship recyclers

- Should shipbuilders take account of the needs of ship recyclers.
- What can ship recyclers do to minimise their own impacts on their surroundings.
- What would be the advantages of the availability of recycling-friendly vessels as opposed to “normal” vessels.
- Would such vessels command a recycling premium at the end of their working lives.

Labour

- What perspectives do labour interests have with respect to the production, operation and recycling of green ships.

SESSION 3: What are Green Growth “best practices”?

Issues:

- How can “best practices” be judged with respect to meeting Green Growth objectives in the shipbuilding sector.
- What are the key measurements with respect to Green Growth responses (for example fuel usage, CO₂ and other emissions, use of recycling-friendly materials).
- Is there consistency between government expectations and industry responses.



- Are rules and regulations sufficient to deal with Green Growth, or does this also require a strong commercial imperative.
- From a Green growth perspective what is the relative ranking of jobs, economic growth, commercial results and environmental protection, and can these co-exist as compatible objectives.
- Does the “whole of life” concept offer a workable approach to deal with green ships, and are there sufficient incentives to encourage co-operation between various actors in the production, operation and recycling of vessels.