

# THE QUESTION AT HAND

Is There a relationship between  
Ship Recycling & Main Stream  
Shipping?

**YES DEFINITELY! GET REAL**

# Getting real means accepting SHIP RECYCLING







# Pedicab vs Rickshaw

- Riding a bicycle rickshaw in Bangladesh may be considered by some as BAD (“exploitation of the poor”) but riding a pedicab in Boston or Vienna is considered GOOD (“environmentally friendly”).
- It’s not beaching (pedicabs) that should be stopped; but poorly managed yards and processes (bad/inefficient rickshaws).
- Next time, someone tries to convince you that beaching as “bad”. Think of the “rickshaw” and the “pedicab”.

# 1. Supply and Capacity

- About 1,100 vessels (30 million DWT tonnage) are expected to be recycled in coming year.
- In the past three years, less than 8% of the world's recycling has been done via non-beaching methods like (dry-docking and alongside recycling).
- Without beaching method of recycling there are no other viable options option for the industry to cope up with requirements.



Is this an option?



Going, going, gone: the USS Oriskany is sunk 24 miles off the coast of Pensacola, Florida. The decommissioned aircraft carrier was sent to the bottom of the sea, forming the world's largest man-made reef. AP

**Is this an option?**



**Or this?**



## 2. Realistic

- The international community must accept a method
  - Which is used to effectively recycle majority (about 90%) of the world's fleet
  - That is absolutely critical for the phase out of excess inventory
  - Absence of which can create more harm (pollution and loss of life)
  - Inclusive instead of divisive

# 3. Empirical evidence

- Independent QUALIFIED observers (environmental engineers, classification societies, governmental officers, bureaucrats, ship owners, trade associations and most others) have ACCEPTED beaching as a form of recycling. This acceptance has come after primary investigations
- IMO delegates from several developed countries have deliberated on this issue for about FOUR years. They have conducted several site visits, collected evidence and listened to debates for/against beaching. After much hard work and serious thought, the Hong Kong Convention has ACCEPTED beaching.

# 3. Empirical evidence

- Major owners from Japan, Europe, Scandinavia, USA and several other countries hired experts to evaluate the issue of beaching. Overwhelming MAJORITY of these owners have made the decision to ACCEPT beaching.
- The Indian Supreme Court, created a committee of experts to study the matter of ship recycling in India (including beaching) at length and finally came up with the conclusion that ships beached in India can be recycled safely and in an environmentally responsible manner.
- Beaching method has been in use for about 30 years! Yet, there is little or no objective and verifiable empirical evidence to prove unequivocally that beaching is bad.

# 3. Empirical evidence - Conclusion

- Beaching is the most common form of recycling today..... America beaches; Turkey beaches; India beaches.
- The loud opinions of few handful should not silence the facts and work of several thousand.
- **Bottom line: So MANY qualified institutions cannot be wrong. Ships can be recycled in an environmentally safe and responsible manner via the beaching method**

# 4. Future

- Industry is NOT the same as it was say 5 years ago.
- Within the “beaching concept”, the Hong Kong Convention has fueled the improvement of yards.
- New Generation of progressive yard owners are keen to develop their yards. E.g. 70 yards (40%) of yards in India are now ISO certified.
- Cash Buyers initiative. E.g. GMS/GL initiative; First batch of ISO compliant yards in Bangladesh
- **CONCLUSION: There may be badly managed yards and poor processes. However, beaching in principle MUST remain an acceptable recycling process with focus on ongoing improvements.**

# Final Thought

- The airline you fly and the car you drive, are “bad” for the environment. How would you react to slogans proclaiming “**Stop flying**”; “**Stop Driving**”?