Ships Breaking Hazards and Solutions

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Ship...


...A ship may become a waste as defined in Article 2 of the Basel Convention...

Pre-cleaning; ESM; improve standards of ship dismantling worldwide

Owners to manage their own end-of-life vessels
‘ESM’ means taking all practicable steps to ensure that waste and hazardous materials are managed in a manner which protects human health and the environment against the adverse effects which may result from such materials and waste.
Ship Breaking: Waste Dumping in Disguise

- Supply of Steel (Urbanization)
- Employment
- Poverty Eradication

Why is it a problem?
- On the BEACH
- In the Open
- No Structure, No Containing Facility
- No Downstream Management
The business has been on a geographical move
From Europe and US to Taiwan and South Korea
Now concentrated in South Asia for cheap labour and weak enforcement of laws
Most Dangerous (ILO)
Each year, approximately 1000 ocean-going vessels are dismantled.

More than 70% of these is simply ramped up on a tidal beach in South Asia.

Oils, toxic paint chips, and dust pollute the sea.

Hazardous material such as asbestos and heavy metals poison the workers.

Child labour is a common phenomenon.

Death and grievous injuries are regular incidences.
Scraps produced from ship breaking are mostly rusted
Micro cracks present in rods
Variation in grain size
Weak joints
Percentage elongation alarmingly low
Not suitable for reinforcement
People should be cautioned about inferior quality
Should not be used in important engineering constructions
Where do these ships come from?

893 ships imported between 2012-2015 are mostly built in EU countries like Germany, Denmark, Bulgaria, Poland, Belgium, Greece, Italy, UK, Cyprus, Netherlands, UK, Malta.
Breaking by Tonnages

- Bangladesh
- India
- China (recently banned import of wastes and scrap vessels)
- Pakistan
- Turkey
Flags of Convenience

Panama
St. Kitts & Nevis
Comoros
Liberia
Tuvalu
Marshall Island
Vincent & Granadines
Niue
Antigua & Barbuda
Cash Buyers

- HMM
- EVERGREEN
- MSC
- MOL
- GMS
- WIRANA SHIPPING CORPORATION
What have we got from the ships?

Steel...other recyclable items...employments...

25% vs. 90%

What has been the cost?
The Toxic Industry on the Beach
SA is dumping ground

<table>
<thead>
<tr>
<th>Hazardous material</th>
<th>Unit</th>
<th>Bangladesh</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asbestos</td>
<td>t</td>
<td>79,000</td>
</tr>
<tr>
<td>PCBs (mainly cables)</td>
<td>t</td>
<td>240,000</td>
</tr>
<tr>
<td>ODS (mainly polyurethane foam)</td>
<td>t</td>
<td>210,000</td>
</tr>
<tr>
<td>Paints (metals, tributyltin (TBT) and PCBs)</td>
<td>t</td>
<td>69,200</td>
</tr>
<tr>
<td>Heavy metals</td>
<td>t</td>
<td>678</td>
</tr>
<tr>
<td>Waste liquid organic</td>
<td>m³</td>
<td>1,978,000</td>
</tr>
<tr>
<td>Miscellaneous (mainly sewage)</td>
<td>m³</td>
<td>107,000</td>
</tr>
<tr>
<td>Waste liquids inorganic (acids)</td>
<td>t</td>
<td>775</td>
</tr>
<tr>
<td>Reusable liquids organics</td>
<td>t</td>
<td>675,000</td>
</tr>
</tbody>
</table>

Source: The World Bank, 2010
Ship Breaking and Recycling Industry in Bangladesh and Pakistan
Human Rights Violations & Environmental Crime
International Legal Regime

- Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (2009)
- Yet to enter into force; does not ban beaching; possible to circumvent (Sree Ram Yard, Alang); does not address FoC; puts the fox in charge of chicken
- EU regulation (provides for listing of yards where EU ships can go; requires built structures; allows independent verification and third party request for action against non-compliance; leaves scope for financial incentive)
- About to enter into force; critical about beaching; does not address FoC
Judgment (5 and 17 March, 2009)

- Closure of ship breaking yards without clearance
- Clearance to be given only after compliance is ensured
- Ships imported have to decontaminated outside Bangladesh
- Framing of Rules
- Not to operate on beach
- Setting up of High Level Technical Committee to monitor and oversee implementation of court orders
- Independent committees to check compliance
Laws/Rules

- Hazardous Wastes and Ship Breaking Waste Management Rules, 2011 (22 December, 2011; MoEF)
- Ship Recycling Act, 2018
Labour Conditions (deaths 148; injuries 100 plus)

Sources: National Geographic, NGO Ship Breaking Platform, FIDH
The conditions in shipbreaking yards on the beaches in South Asia would never be allowed in ship owning countries in Europe, North America or East Asia (double standard).

Ship owners earn millions of dollars with every vessel beached and the true costs of safe and clean ship recycling are externalised to poorer communities and their environment (Maersk).

NO EXTERNALIZATION OF COSTS
■ Northern countries to increase their own capacities in ship recycling

■ Inclusion in the EU list of acceptable ship recycling facilities to be transparent and must not allow beaching

■ Financial mechanism to prevent flagging out and incentivize ship owners to use the EU listed facilities
Sustainable Ship Recycling
Beaching vs. ESM

- Beaching cannot be done by its very nature in an environmentally sound manner. The conditions just don’t allow it. The toxicity of the ship is such that the releases are significant. Given the types of chemicals that are involved in assembling the ships and that are found on board and then eventually released once it’s dismantled, I find it very hard to envision a situation where beaching is taking place in an environmentally sound manner.

- **UN Special Rapporteur**
Court case in Bangladesh not upheld due to international pressure

SLAPP CASES (India and Bangladesh)

Green washing going on...

Money Talks
Radiation Contaminated Vessel Enters Bangladesh
তিন ফুটবল মাঠের 
সমান জাহাজ

জাহাজভাঙা শিল্প

১৫০ কোটি টাকায় বেন পুরোনো এই 
জাহাজ। এখন তার শেষ ঠিকানা 
সঞ্চকুক্তে। সেখানকার ভাঙ হবে।

মানুষ নিয়ন, চট্টগ্রাম

জাহাজটি আরো তিনটি ফুটবল মাঠে সমান
সমান নিয়ন, এর শেষেরিয়ার জিন ভাঙের সম্ভা।

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vesseltracker.com
Recent fires at Gadani yards prompt authorities to shut down all shipbreaking activities.

NGOs call for the relocation of the industry to facilities equipped for safe and clean recycling.
Ghost ship in Myanmar waters was heading to Bangladeshi ship-breaking yard

Myanmar Navy says

Fishermen name wrest the rusted and empty vessel bearing the name “Sam Ratulang PB 1570”, drifting in the Gulf of Martaban, about 11 kilometres (seven miles) off the coast of Myanmar's commercial capital. Photo courtesy: Yangon Police
Thank you for your attention!