Maritime Seminar

Shiprecycling and Sustainable Shipping

7 June 2012

Chairman: Hans van Rooij
(Stichting De Noordzee)
13.30 - 14.00  Registration and Coffee

14.00 - 14.05  **Opening speech and introduction**
Hans van Rooij, Stichting De Noordzee

14.05 - 14.30  Social and environmental impact and solutions
Ingvild Jenssen NGO Shipbreaking Platform

14.30 - 14.55  **Sustainable shiprecycling**
Martin Siecker, EC ship recycling Proposal

14.55 - 15.20  Certification for recycling
Robin Townsend, Lloyd’s Register

15.20 - 15.45  **Design for Recycling**
Suzanne Vos, TNO

15.45 – 16.00  Coffee brake

16.00 – 16.25  **Economics of clean and safe shiprecycling**
Tom Peter Blankestijn, Sea2cradle

16.25 - 16.50  Worldwide possibilities for green recycling
Arjen Uytendaal, ISRA

16.50 – 17.30  **Forum discussion**
Chairman

17.30  Networking opportunity
The presentations can be found on the website by next week

www.scheepsemissies.nl
Reversing the toxic tide
GREEN AND SAFE SHIP DISMANTLING

Ingvild Jenssen
NGO Shipbreaking Platform
Maritime Seminar – Amersfoort 7 June 2012
OUTLINE

NGO Shipbreaking Platform
Current shipbreaking practices
Existing laws and loopholes
Advocacy work and litigation
Hong Kong Convention?
NGO Shipbreaking Platform

global coalition // environmental and human rights NGOs

- Awareness raising and fact finding
- Advocacy work at national, European and international level
- Legal action, incl. representation of workers
- Develop standards for safe and environmentally sound ship recycling
- Build coalitions with progressive industry and other stakeholders

- AIM: Protect human rights and the environment in developing countries
Media Alert – NGO releases 2011 list of top EU companies sending toxic ships to South Asia

In 2011 the NGO Shipbreaking Platform calls on the EU Commission to act and prevent toxic waste trade of European end-of-life ships. Brussels, 16 January 2012 – The NGO Shipbreaking Platform...
CURRENT PRACTICE
80% of vessels are broken on the beaches of South Asia
severe pollution - extremely poor working conditions - more than 75 fatal accidents since 2009 - children under 15 years count for 20% of workforce - high risk of cancer - loss of local livelihood
EXISTING LAWS & LOOPHOLES
History of Pollution

Dumping Pays!
Cost Internalization in Developed World via Regulation Has led to Externalization to Developing World
Basel Convention

- Adopted 1989, entered into force in 1992
- Controls transboundary movement of hazardous waste with a view to Protecting Developing Countries
- Applies to end-of-life ships (Decision VII/26)
- Calls for national self-sufficiency in waste management and a minimization of transboundary movement of wastes
- Requires prior informed consent for waste exports
- Requires Environmentally Sound Management
Basel Ban Amendment

- Adopted 1995
- Prohibits the export of all hazardous wastes - including end-of-life ships - from Annex VII countries to non-Annex VII countries for disposal or recycling
- Included at the European level in the European Waste Shipment Regulation
TYPICAL SHIP

Name: LORENA
Benificial owner: Norship AS
Commercial operator: Norship AS
Registered owner: Southship Ltd
Flag: NORWAY / NIS
BASEL LOOPHOLES

Parties required to implement the Basel Convention:

(1) Exporting States
(2) Importing States
(3) Transit States
THE HUMAN COST OF BREAKING SHIPS

One accident every day

One death every week
ADVOCACY & LITIGATION
Root Principles

- Decent work
- Environmental Justice
- Polluter Pays & Producer Responsibility
- Clean Ship Building
The Four Fatal Flaws of the Beaching Method

1. The impossibility of containing pollutants on a tidal beach where hulls of ships are often breached accidentally or by cutting, sending persistent organic pollutants, heavy metals, and oils onto the beach.

2. The impossibility of rapidly bringing emergency response equipment, including fire fighting equipment and vehicles, ambulances and cranes to remove persons hurt inside the hull and alongside the vessel in a shifting and soft tidal surface.

3. The incompatibility of conducting hazardous waste management (as ships contain and are often even painted with hazardous materials) in the ecologically delicate and vital coastal zone.
OFF THE BEACH!
Litigation

Bangladesh - MT Enterprise case

Filed by Platform member BELA in 2008: successfully halted ship
March 2009 Court orders closure of all yards that do not have required environmental clearance and that rules in line with the Courts directions and Basel Convention be published
December 2010 Court bans import of toxic vessels
March 2011 BSBA successfully files dispensation from December order
October 2011 Government Draft rules on shipbreaking published
January 2012 Court demands that the Draft rules be revised
Policy development

Corporate level

Build coalitions with progressive ship owners and ship recyclers

European level

Gain support from European Parliament, track European ships, push for improved implementation of the European Waste Shipment Regulation, react to legislative proposal from European Commission published in March 2012

International level

Contribute to negotiations at Basel Convention meetings, at IMO meetings, push for rapid entry into force of Ban Amendment
HONG KONG CONVENTION?
• More than 100 NGO supported the NGO Shipbreaking Platform in condemning the Hong Kong Convention for legalising the dumping of toxic ships on the beaches of developing countries.

• The majority of Basel Parties, the UN Special Rapporteur on Toxics and Human Rights and the Centre for International Environmental Law (CIEL) do not find that the Hong Kong Convention provides a level of protection equivalent to that of the Basel Convention.

• The European Parliament has called for measures at the European level that « go beyond the weak remedies of the IMO ».
HONG KONG CONVENTION

Principles Ignored

Polluter Pays/Producer Responsibility Principle
Substitution Principle/Prevention Principle
Self-Sufficiency Principle
Environmental Justice Principle
Principle of Common but Differentiated Responsibilities
Principle 14 Rio Declaration against transferring harm
Principle 16 Rio Declaration against externalizing costs
HONG KONG CONVENTION

Obligations Missing

Fails to minimise exports of hazardous waste
Fails to condemn the “beaching” method
Stops at the gate of the ship recycling yard
Fails to ensure the principle of “Prior Informed Consent”
Fails to cover government owned ships and smaller ships
HONG KONG LOOPHOLES

Parties required to implement the IMO convention:

(1) Flag States
(2) Port States
(3) Recycling States
Name: NORA
Beneficial owner: Norship AS
Commercial operator: Norship AS
Registered owner: Southship Ltd
Flag: TUVALU
Special Registration

Vessels may be registered for single delivery purposes such as:
- Delivery voyage
- Voyage for Scrapping
- Transfer to Dockyard

Procedure for registration is similar to Provisional Registration. Registration is valid up to a maximum of 3 months.

All Maritime Safety Regulations must be complied with during the period of the registration.

Click [here](#) to download Forms.
Special Purpose Registration

Special Purpose Registration is available for delivery voyages/one-off voyages/scrap voyages. The period of registration is for 3 months only.

There is a simplified and speedier Registration procedure. Most such Registrations can be completed in one working day if all documents are correctly submitted at the one time.

A reduced rate of fees applies for such Registrations.

Application Forms which include a list of documents required can be downloaded from this website.

Please apply to the International Registrar of Shipping and Seamen or a Maritime Registrar or Service provider for full details and costs if you wish to register a ship under this procedure.

HOW TO REGISTER A SHIP

Register through a Maritime Registrar

Application for Registration of a vessel should be made to your nearest Maritime Registrar who will guide...
TURN BACK
THE TOXIC TIDE
Help us get shipbreaking off the beach!

sign the petition

www.offthebeach.org
Certification for Recycling

The position of a classification society

Robin Townsend
Lead Specialist, Ship Recycling
External Affairs
Presentation overview

- Ship scrapping – current situation
  - The Convention
  - Responsibilities

- LR Background in Scrapping

- The Certification Requirements
  - Incl Inventories in more detail.
Current Situation

• Background and examples
• If other speakers have done this – it will go very fast!!
• Convention
• Responsibilities.
Beach scrapping techniques

Low cost

Primitive conditions

Little regard for health and safety of workers

Massive environmental pollution
Recent visits to beach facilities
Recent visits to beach facilities
Recent visits to beach facilities
The IMO Ship Recycling Convention

• Hong Kong Convention on the Safe and Environmentally Sound Recycling of Ships

• Signed by 67 countries at Diplomatic Conference in Hong Kong, May 2009

• No Ratification yet

• EC position
The Ship Recycling Convention

- Applies to ships over 500gt
- Port State Control inspection can be applied
- Party / non-party issue
The Ship Recycling Convention

- The Convention will enter into force 24 months after the date on which the following conditions are met:
  - 15 states have ratified it
  - The combined merchant fleets of the States constitutes 40% of the gross tonnage of the world’s merchant shipping; and
  - The combined annual ship recycling capacity of the States constitutes 3% of their combined gross tonnage
Government Responsibilities

- Flag State responsible for
  - Green Passport / IHM
    - Initial Surveys
    - Certification
    - Final Survey
- National Authority responsible for
  - Authorisation
  - Ready for Recycling Plans
  - Reporting
Shipbuilder responsibilities

- Restrict hazardous materials as per Appendix 1 of the Convention
- Manage hazardous materials going onboard ship as per Appendix 2
- Coordinate subcontractor supply and information
- Produce Inventory of Hazardous Materials
- Repair yards should also co-ordinate subcontractor supply / information
Shipowner responsibilities

- Shipowner – person registered as owner of a ship, or company, or charterer

- Includes ‘those who have ownership of the ship for a limited period pending its sale or handing over to a Ship Recycling facility’

  - IHM / Green Passport
  - Notification of changes to the IHM
  - Preparation for recycling
  - Final Survey (completion of Inventory)

- MUST use an authorised yard
Responsibilities of ship recycling facilities

- Must be authorised by National Authority
- Must produce Ship Recycling Plan (in consultation with owner)
- Must advise before starting dismantling
- Must report on completion
Lloyd’s Register’s Involvement

LR in the development process

- First Global conference – 1999

- IACS representative for ship recycling to IMO 2003 to present

- Project Leader for ISO 30000 and 30004

- First ‘Hong Kong Compliant’ Ship Recycling – Turkey 2010

- World Leader in Inventories – by a huge margin – over 1000
First Green Passport - Granatina
The Foreseen Certification for Recycling

- A brief overview of all the classification services required
- An expansion on Inventories – since this is the subject Owner’s are most interested in normally,
- But, happy to focus on any other area – please ask away.
Areas for Certification

- Inventory of Hazardous Materials
  (Green Passport)
- ISO 30000 – standards for Recycling Facilities
- Approved Service Suppliers
- Approval of Ship Recycling Plan
- Final Survey
- Audit during Dismantling - Completion
GP / IHM newbuild process

- The requirement for an IHM should be included in the newbuild contract

- Shipowner and Shipyard meet to discuss prohibiting or minimizing hazardous materials

- Lloyd’s Register on-site team and Shipyard agree procedures
  - Suitable inspection points are agreed
  - Similar to normal controls for outside supplier control
- Approval of the IHM is the responsibility of the on-site team
Lloyd’s Register: EMEA

GP / IHM newbuild process – completing the Inventory

- The IHM should be prepared by the yard using the official PDF template
- The “Guide to the IHM” and pick-lists / hover help in the template is there to assist
- Lloyd’s Register cannot accept other versions of the IHM
Statement of Compliance with new Convention

Green Passport Statement of Compliance

Certificate No: Page 1 of 2

Particulars of ship:

Name of ship: [Blank]
Bale code: [Blank]
International Convention:
[Blank]

Recycling of Ships, 2009:

Issued in pursuance of the above Convention, Regulation 3.2 for Existing Ships.

This certificate is valid until:

Date of completion of the repair or replacement of the statement of compliance basis:

This document must be accompanied by the Inventory of Hazardous Materials Onboard, Certificate number: [Blank], which forms part of it:

Survey to Lloyd’s Register EMEA:
A member of the Lloyd’s Register Group

Green Passport

Inventory of Hazardous Materials Onboard

EXECUTIVE SUMMARY

Inventory Number:

MANDATORY:

Asbestos
GDS – CFCs, Halons etc.
Materials containing PCBs
Paint on vessel’s structure (TBT, TPEG etc.)

ADDITIONAL:

Plastic and rubber materials
Chemicals in ship’s equipment
Electrical and electronic equipment
Constructional materials
Cadmium and compounds
Hexavalent chromium and compounds
Lead and compounds
Mercury and compounds
PbHs

PHCl:
Polybrominated Diphenylmethylene (more than 2 chlorine atoms)
Radioactive substances
Short-chains chlorinated paraffins
Other substances
Tanks

Lloyd’s Register: EMEA
GP / IHM existing ships – current process

- Once a contract is in place, the Shipowner is provided with:
  - Inventory template
  - Guide to the Inventory of Hazardous Materials
  - Named contact within a local GP Approval Office
  - Training (if required)
GP / IHM existing ships – current process

• The ship operator prepares the IHM:
  • usually a nominated member of crew

• IHM is submitted to a specified GP Approval Office:
  • Approval Team reviews the IHM
  • checks for all expected hazards for ship of similar age / type
  • amendments are made as necessary

• Once office based review is complete:
  • GP Approval Office arranges for onboard verification survey

• Issue ‘Green Passport Statement of Compliance’
GP / IHM existing ships – sampling plans

- The Convention states:
  “…for existing ships, a plan shall be prepared describing the visual / sampling check by which the IHM is developed, taking into account the guidelines developed by the Organisation.”

- Lloyd’s Register has developed a visual / sampling check plan, based on the Guidelines MEPC 197(62)
GP / IHM existing ships – sampling plans

• Shipowners are encouraged to employ third party subcontractors to develop sampling plans

• Procedures to help identify subcontractors can be found in the Guide to the IHM

• Lloyd’s Register is developing a list of Approved Service Suppliers

• Authorised yards should be capable of checking the principle hazards
GP / IHM existing ships – maintaining the IHM

- Statement of Compliance is valid for no more than 5 years

- Inventory reviewed every year during the annual Class Survey

- Renewal survey in the 5th year (or sooner)
ISO 30000
Approved Service Suppliers

[Image: Outdoor scene with stacked materials and a sign. Image taken on 14.01.2008 05:41]
Approval of Ship Recycling Plan
Audit During Ship Dismantling

- Strategic Partnership with Sea2Cradle,

- Sea2Cradle produce;
  - Inventory
  - Ship Recycling Plan
  - (Final Survey Held)

- Yard pre assessment (ISO 30000?)
- Ship Dismantling
  - Sea2cradle manage – LR verify
- Final Certificate
Challenges for shipowners

In summary, shipowners will need:

- An Inventory of Hazardous Materials from newbuild, or based on a Documentation / Visual / Sampling Plan
- The IHM must be maintained throughout the life of the ship

- A Ship Recycling Plan, developed in partnership with
  - An Authorised Facility (ISO 30000? HKC?)

- Permission from the Flag State to conduct a Final Survey, in order to issue an International Ready for Recycling Certificate
For more information, please contact:

Robin Townsend
External Affairs

Lloyd’s Register EMEA
71 Fenchurch Street
London, EC3M 4BS

T +44 (0)20 7423 1415
E robin.townsend@lr.org
w www.lr.org/marine

Services are provided by members of the Lloyd's Register Group.
For further information visit www.lr.org/entities
Design for Recycling

Complete Life Cycle Assessment in the Shipping Sector

Suzanne de Vos
Design for recycling: using Life Cycle Assessment to optimise environmental performance

- Environmental effects of dismantling & recycling
- Design for recycling: lessons from other industries
- Environmental life cycle assessment to support design
  - Example: comparing Hull materials
- Optimising environmental performance
Dismantling and recycling
Environmental effects

› Transport to dismantling facilities
› Dismantling: separation of materials
› Removal of hazardous components
› Cutting
› …
› End-of life treatment of material-flows
› Transport to treatment-locations
› Recycling of metal
› …
› Landfill/ Incineration …
› Result depends on (design) choices
Design for recycling: Lessons from other industries

- Initiative starts to develop in shipping industry

- Lessons from other industries
  - Easy dismantling (saves production costs as well)
  - Decrease number of materials
    - Labelling for separation
  - Recyclable materials
    - Metals versus GRP
    - Value: High End recycling

- Optimise environmental performance
  - Life Cycle Assessment
Optimise environmental performance: LCA Methodology to calculate environmental impact

- Life Cycle Assessment: Eco-indicator calculation
  - Environmental impact of products and services
  - Over the life cycle expressed in one number to support design

- Approach used by large industries

- Climate change
- Ozone layer
- Land-use
- Acidification
- Smog
- Radiation
- Fossil fuel
- Eutrophication
- Ecotoxicity
- Carcinogen. S.
- Minerals

Approach used by large industries

Life Cycle Assessment: Eco-indicator calculation

- Environmental impact of products and services
- Over the life cycle expressed in one number to support design
Calculating environmental impact

Schip over de hele levenscyclus

Milieu-druk

Uitgedrukt in één getal

Vergelijken voor een functie

Score

Production
- Iron ore
- Steel
- Hull
- Ship building

Use phase
- Diesel
- Materials
- Paint
- Use
- NOx, SOx, etc.
- Waste
- Maintenance

End-of-life
- Disassambly
- Recycling

resource use + emissions to air, water and soil

Climate change
Ozone layer
Acidification
Smog
Carcinogen. S.
Radiation

Human Health

Eco-system

Resources

Iron ore
Copper ore
Copper
Wires
...
Example: Comparing Hull Materials on Environmental Impact

<table>
<thead>
<tr>
<th>Hull Life Cycle</th>
<th>1% Fuel saving</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Steel Hull</strong></td>
<td></td>
</tr>
<tr>
<td><strong>alu Hull</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Polyester Hull</strong></td>
<td></td>
</tr>
</tbody>
</table>

- Fossil fuels
- Minerals
- Land use
- Acidification/ Eutrophication
- Ecotoxicity
- Ozone layer
- Radiation
- Resp. inorganics
- Resp. organics
- Carcinogens
Optimising ship design for decreased environmental impact

- (Use phase dominant for many environmental effects)
- New propulsion techniques
- Light materials to decrease fuel consumption
  ....

- Promote recycling in favour of other end-of-life techniques (sinking) by:
  1. Design
     - Easy dismantling / low risk
  2. Material Recyclability (GRP versus metals)
  3. Value of materials
     - potential for High-end recycling

- Support ship design with TCO/ environmental LCA
Thank you for your attention!

› TNO Contacts for sustainable Shipping:

› Dan Veen: dan.veen@tno.nl

› Peter Coenen: peter.coenen@tno.nl

› Suzanne de Vos: suzanne.devos@tno.nl
How to put the requirements of the HK Convention into action and can it be done economically?

Tom Peter Blankestijn
Topics in this presentation

1. Requirements for Ship Owners basis HKC
2. Actions by EU and The Netherlands
3. Factors that influence the buying price
4. Is it complicated to implement today?
5. When to get ready?
6. An example of real recycling (LNG carrier)
What does the HK Convention and New proposed EU regulation require from ship owners

• Create an inventory of Hazardous Materials
  • For new build vessels
  • For existing vessels
  • For vessels going for recycling

• Select a recycling yard that matches the criteria HKC / EU

• Make sure that (jointly with the yard) the Ship Recycling Plan matches the IHM and the capabilities of the yard (part of contract)

• Request and obtain the International ready for Recycling Certificate

• Request and obtain a legally binding certificate of full demolition according to the Ship Recycling Plan (neutral? Or between parties?)
The EU will aim to implement similar as the HKC but in some cases more strict and earlier as IMO entry into force

1. Ships do not have to comply with the European waste regulation.
2. A new set of rules will apply to ships in line with the Hong Kong Convention. So allow shipments to non-OECD countries.
3. Only approved yards which are placed on a special list will be allowed to recycle European flagged ships.
4. Yards can be placed on this list on a voluntarily basis (read not via the recycling state governments)
5. These yards need 3rd party auditing approved by the European commission
The EU will aim to implement similar as the HKC but in some cases more strict and earlier as IMO ratification

6. Annex 1 and 2 of the Hong Kong convention (these are the lists of hazardous materials) will be combined in 1 list.

7. All European flagged ships need the IHM within 5 years of agreement of the EU new law for ships.

8. All steps of the Hong Kong convention need to be followed for approval and proof of recycling.

9. Also stricter waste disposal requirements will have to be followed (voluntarily)

10. If a ship owner is selling it ship for further trading, but the next owner sells the vessel for recycling within 6 month to a yard which is not on the European approved list, the previous owner will still be hold responsible for not following the EU law
The Netherlands have announced to strictly maintain the existing Asbestos Regulations

According to the SOLAS Convention, the use of materials containing asbestos is allowed on vessels built prior to 1 July 2002, provided they do not constitute a health risk to their crews.

From 1 July 2002 onwards, the installation of materials containing asbestos on both new and existing vessels has been prohibited by the SOLAS Convention, barring a few exceptions to this rule. Since 1 January 2011, new installations using materials containing asbestos has been banned from all ships without any exceptions at all.

On 1 December 2011, the instruction “Ban on the use of asbestos on board ships” was implemented by the Human Environment and Transport Inspectorate (ILT),
For reference check this at home!
Factors that influence the buying Price (1)

• India subcontinent (paying most and often re-negotiate)
  – Beaching allowed
  – No requirement for infrastructure
  – Cold re-rolling of steel allowed
  – High demand for (second hand) steel

• China (Close to prices India subcontinent)
  – Along quay. Beaching prohibited
  – Re-rolling of steel prohibited. All needs to be melted
  – National laws for environmental protection on infrastructure and enforced
  – High domestic demand for second hand steel
Factors that influence the buying Price (2)

• Turkey (pays the least of the 3 big areas)
  – Slipway with collection system in non tidal zone
  – Beaching prohibited
  – Environmental investment required
  – Sufficient domestic demand for second hand steel

• Belgium and The Netherlands
  – Slipway with collection system in non tidal zone
  – Beaching prohibited
  – Environmental investment required
  – Limited domestic demand for second hand steel
Is it complicated to implement? (1)

- Creation of IHM
  
  Is possible for new build, existing and vessels destined for recycling. Need experienced and trained inspectors

  Be aware you do not pay too much

  Make sure it is in your new build contracts as from today

- Selecting a green recycling facility
  
  Is possible, there is enough compliant capacity available already

- Creation of Ship Recycling Plans
  
  Ship Recycling Plans have been created by various parties.

  Know-how is available today
Is it complicated to implement? (2)

- Obtain certificates
  - Classes are (getting) ready to facilitate
- Getting the correct contracts in place
  - BIMCO has completed and published a new contract
- Getting the right price
  - Fair and commercial prices can be obtained
When to get ready (1)

- If all ship owners wait till the last moment to get into action to create the IHM, there will be a shortage of inspectors and classification staff to create and certify the IHMs on all vessels.

- Effect will be:
  - High prices (supply and demand)
  - Times stressed products (Quality staff will try to speed-up)
  - Poor quality inspectors (get in the market to make a quick income)
  - Risk of non-compliance
When to get ready (2)

- Our advice:
  - Start now
  - Make use of quality inspectors and operational planning and efficiency
  - Plan for the 5 years ahead and negotiate prices in contract now
  - Make sure these are budgeted (not have all cost in 1 year)
  - Operational procurement procedures for hazardous materials
  - Have IHMs in your new build contracts (3rd party control)
    (also to comply with Dutch and Australian asbestos enforcement)
  - Have policy in place for end of life vessels
    - Know which yards can take your vessels (select more than one for negotiating purpose)
When to get ready (3)

Result:

- Positive PR
- Reduced risk for health and safety for sea-staff
- Reduction in future claims (no pollution due to green recycling)
- Save cost medium and long term
- Full compliance for Asbestos
- Early compliance EU regulation
Proof of proper and early implementation

Recycling of the S.S. Bekalang

Completed on 6\textsuperscript{th} September 2011
Recycled at the Changjiang Ship Breaking Yard, Jiangyin, China
Pre-arrival Surveys, conducted between Sodegaura and Lumut
Asbestos Survey
Asbestos Survey
Radiation Survey
PCB Survey
Toxic Material Survey and Inventory
Toxic Material Survey and Inventory
Toxic Material Survey and Inventory
Tank marking before arrival
Waste Segregation
Arrival At The Yard
Stages of recycling after delivery

- Crew depart ship
- Thorough search of the ship by customs, clearance is issued to the yard
- Fumigation for 2 days
- Light and ventilation holes are cut for safe access and working space
- Removal of loose items and fittings
- Asbestos removal
- Pre-cleaning
- Steel cutting
- Site cleaning and clearance
Safe access & escape routes created
Light and ventilation holes cut
Incineration of food, perishables and medicines with the yard’s incinerator
Asbestos marking
Loose items collected
Refrigerant recovery
PCB material recovered from wheelhouse windows
Insulation Removal
Cable cutting & removal
Asbestos paneling removal from accommodation
Asbestos removal & packing
Oil removal
Lifeboats landed & sold on with davits
Accommodation pre-cleaning complete and ready for cutting
Commence cutting accommodation
Accommodation blocks ashore
Cutting commences at the fore ship
Gas testing IS & IBS
Engine Room dismantling
Engine Room dismantling
Tank entry No 5 Cargo Tank
Initial cutting into cargo tanks & filling IS and IBS with water
Preparing top of no.1 cargo tank with channels
No 1 Cargo Tank top removal & liquid dome ashore
Removal of tank sides with insulation still attached
Insulation scraped off onshore with digger
No 5 Cargo Tank membrane removed
No 3 Cargo Tank insulation removed
Last part of DB put into floating dry dock for final deconstruction
Thank you for your attention
We are ready to assist you

Tom Peter Blankestijn
Managing Director
Blankestijn@sea2cradle.com
Mobile : +31 6 536 77 232
Office  : +31 10 28 27 203

Wouter Rozenveld
Director Operations
Rozenveld@sea2cradle.com
Mobile : +31 6 512 58 386
Office  : +31 10 28 27 691

Scheepmakershaven 59
3011 VD Rotterdam
The Netherlands
www.sea2cradle.com

6/11/2012
Worldwide possibilities for GREEN SHIP RECYCLING
Arjen Uytendaal
Introduction

- ISRA – brief introduction
- What is green ship recycling
- Rules and Regulation
- Capacity

Note: all pictures in this presentation are made by ISRA members unless otherwise mentioned. No pictures have been taken from the Internet.
International Ship Recycling Association

The Association promotes:

- Environmentally sound and safe ship recycling
- Uniting the responsible yards of the globe
- Increasing green recycling capacity
- Establishment of alliances with ship owners
- Creating a global level playing field
- Certification of its members on ISRA standards
International Ship Recycling Association

We have members from
• China
• Turkey
• United States
• The Netherlands
• Mexico
• UK
• Germany
• Hong Kong
• Middle East
• Norway
• Open for members from ALL countries
I.S.R.A. full branch organisation

Active in various roles for and with the members.

- Working Group Standards
  - Certification
- Working Group IMO
  - Critically follow development of the guidelines
  - Involve in Capacity discussion
- Working Group PR
- Statistics and Market trends

• We are NOT a commercial organization!
I.S.R.A Standards for A-members

- ISRA Certification
- Legal Requirements
  - Local, IMO, Basel and ILO guidelines
- Physical requirements
  - Sheltered environment, protected from currents and tides
  - Adequate coverage of the yard, concrete imparable floors, using lifting equipment etc
- Workers Health and Safety requirements
  - Training, personal protective equipment, facilities
- Down stream hazardous waste management system,
- Emergency Responds system.
Summarizing Key figures

- 90% - 97% of a ship is really recycled!
- On average growing to about 1400 ships per year
- Increasing ship size
- About 7 million ton scrap steel per year from ships
- > 70% demolition in Indian Subcontinent
- Adding China and Turkey > 97% of the market
- Fluctuating price levels with regional differences
- Worldwide only 16% done in an environmentally sound way.
- ISRA’s Green yards still under utilized, also in China

But main question is: how is it done?
Blast kills 4 workers (18 Jan 2011, Bangladesh)

Scrap ship brought in ignoring HC directives; ship-breaker among 20 companies operating with govt's controversial conditional permission

A plume of smoke billows from a vessel at a ship-breaking yard of Sitakunda in Chittagong following an explosion that killed four workers yesterday. Photo: STAR

Star Report
Green ship recycling

- What is “Green”? Who determines what is green?
  - IMO?
  - EC?
  - Local authorities?
  - ISRA?
  - NGO’s?
  - Workers?
  - Ship owners?
  - Shippers?
  - Class?
  - Media / Public opinion?
  - Insurance / banks?
Rules and Regulations

• Ship owners guidelines - ILO – Basel - IMO
  → IMO Hong Kong Convention 2009 in force 2020?
• European Commission
  → draft regulations com(2012) 118
• Local Rules
  → different per country, also in Europe!
I.M.O. Ship Recycling Convention

Chapter 3 regulation 15.1

- Each Party shall establish legislation, regulations, and standards that are necessary to ensure that Ship Recycling Facilities are designed, constructed, and operated in a safe and environmentally sound manner in accordance with the regulations of this Convention.

Today we fail to see how you can construct a beach to comply with this regulation.
Traditional Ship Scrapping January 2008

Designed
Traditional Ship Scrapping January 2008

Constructed
Traditional Ship Scrapping January 2008

Operated
Traditional Ship Scrapping April 2008

Environmentally Sound Manner
EU COMMISSION PROPOSAL FOR A REGULATION

• For European flag ships it will be allowed to be recycled in facilities located in non (European) OECD countries.
• Provided that these facilities are recognized as “green” as such approved and on the list.
• Who approves? In Europe the flag state administrator, outside Europe to be appointed by EC.
• If owner complies to EC regulation, ship not subject to the Basel Convention and not classified as waste.
EU COMMISSION PROPOSAL FOR A REGULATION

• Impact for facilities;
  - ensure you come on the EC list!
  - Ship Recycling Plan (art 7)
  - Contract (art 9)
  - Reporting - planned start report
    - 14 days before start notification
    - completion report
  - comply to to EX requirements (art12)
Requirements for ship recycling facilities (art 12)

- Designed, constructed and operated in a safe and environmentally sound manner
- Establish management and monitoring systems, procedures and techniques. Not pose health risk to workers ... population
- Ship recycling facility plan
- Emergency preparedness and response plan
- Worker safety and training
- Incident recording systems
- Sound management hazardous materials
- Authorised by competent authorities
Requirements for ship recycling facilities (art 12)

• Ensure access for emergency response equipment to all areas of the ship recycling facility (fire-fighting vehicles, ambulances, cranes)

• Ensure containment of all hazardous materials present on board; Prevent any release into the environment; (intertidal zones)

• Demonstrate the control of any leakage, in particular in intertidal zones.

• Handle hazardous materials and waste only on impermeable floors

• Ensure waste only to authorised waste management facilities

• Provide evidence for all above (art 13)
Authorization for ship recycling facilities

- Member state / non member state
- Outside the Union
  - Application form to the Commission
  - Supply all evidence
  - Accept possibility of being subject to a site inspection by the Commission or agents acting on its behalf
  - 5 year valid, provide new evidence
Green capacity

- Europe – America’s
  - Good infrastructure, good management systems but limited capacity
- Turkey
  - Landing on concrete coast, varying quality of management systems, all over process controled by shipbreaker association / authorities.
  - Capacity; about 900,000 LT not fully utilized
Green capacity

• Asia – China rest minimal
  – Quay operations, floating dock, slipway
  – varying quality of management systems
  – Fast growing capacity, ship building capacity converted into recycling.

  2009  2,83 millions LDT
  2012  4,10 millions LDT (just the ISRA members!)

Not fully utilized at all!
Green capacity

• India Sub Continent
  – India Bangladesh Pakistan
  – Infrastructure beaching in tidal zone areas
  – Weak management systems (slowly improving in India)
  – No green capacity (YET!)

Our approach is technology neutral as long as facilities can provide evidence that the criteria are fulfilled. Of course, we do not expect the current substandard facilities to meet these criteria.

Soledad BLANCO
Director
Directorate for Sustainable Resource Management, Industry and Air Environment Directorate General
European Commission
New I.S.R.A. members

Are you a responsible ship breaking yard?
JOIN ISRA AS A FULL MEMBER!

Are you a responsible ship owner?
JOIN ISRA AS AN ASSOCIATED MEMBER!

Also for all other maritime stakeholders with CSR join ISRA as an associated member!

WWW.ISRANetwork.COM
ARJEN.UYтенДAAL@ISRANetwork.COM
DRY DOCK - Mainly Europe

- Workshop
- Assorting Area
- Oil Treat
- Store
- Office
- Finishing Area
- Secondary Block Cutting Area
- Primary Block Cutting Area
- Wharf
LANDING on concrete area like in Turkey

- Oil Treat
- Wastes

Assorting Area

Winch

Primary Block Cutting

- Mobile Crane

- Secondary Block Cutting

- Floating Crane

Slope
BEACHING in India sub continent
Hazardous materials on board

- Asbestos (for landfill)
- PolyChloorBifenyl (cables..) (for incineration)
- Chemicals and paints (reprocessing)
- TBT
- Fuels/ Oil/ sludge (refining)
- Oil waste contaminated (to energy generation)
- Ozone depleting gasses (for controlled incineration)
- Electronics and batteries (for recycling)
- Explosive gasses (gas free certificate)