

RESPONSIBLE SHIP RECYCLING IN PRACTICE

Danish Maritime Days
Sustainable Shipping



5 OCTOBER 2015





THE CLIPPER CONCORD WAS RECYCLED IN INDIA, MARCH-MAY 2015

- Towards the end of 2014, Clipper decided to recycle the 9,000 dwt multi-purpose vessel, m/v "CLIPPER CONCORD", built in 2000
- The vessel was outdated and uneconomical in design, and as it had been employed as an offshore warehouse vessel outside the coast of Angola since February 2013, the hull was overgrown and fuel consumption very heavy
- Recycling the vessel was the only recommendable option, and as the vessel was heading for Asia, Clipper chose to look into recycling in India
- The Clipper Concord, was recycled at Leela Ship Recycling Yard at Alang from 23 March to 21 May 2015

CLIPPER'S APPROACH TO THE RECYCLING OF CLIPPER CONCORD

- The recycling should be handled in a safe and environmentally sound manner
- We wanted to be actively involved in the recycling process, instead of leaving it to a third party
- The recycling should at a minimum adhere to the principles laid down in the Hong Kong Convention even though this convention was and is not yet ratified and in force





HOW DOES A PRIVATE COMPANY FOLLOW THE HONG KONG CONVENTION?

- The Hong Kong Convention is a convention between states
- We strongly urge that national governments ratify the Hong Kong Convention. We believe that the ratification of the Hong Kong Convention will ease the work of both shipowners and yards, providing common guidelines
- While we wait for the ratification, there are, however, certain principles relating to the recycling process that a private company can adopt

HOW DID CLIPPER IMPLEMENT THE HONG KONG CONVENTION PRINCIPLES

- Conduct operations in the period prior to the recycling in order to minimize the amount of cargo residues, remaining fuel oil and wastes remaining on board
- Ensure that the Ship Recycling Facility is able to carry out a responsible Recycling, which we did by inspecting the yard
- Prepare an Inventory of Hazardous Material, which we asked an external expert to prepare
- Request a Ship Recycling Plan describing how to carry out the recycling in a safe way taking the Inventory of Hazardous Material into consideration
- The BIMCO standard contract RECYCLECON is a good start



INSPECTION INSPECTION INSPECTION

- It is imperative that the yard is inspected before and during the recycling process to make sure that the yard is able to live up to its promises
- We visited the recycling facility 4 times and checked a number of topics of both technical and social nature
 - Are all licenses and certificates including procedures in order?
 - Are all workers wearing appropriate safety equipment?
 - Are cutting areas concreted?
 - Is there drainage for oilspill and rain?
 - Are working conditions satisfactory?
 - How are the health and safety conditions and hospital facilities?
 - Are there incident reports?
 - Which other CSR initiatives exist?

OUR TAKE ON ALANG AND BEACHING

- There is a huge difference between the yards at Alang and how much they focus on improvements
- There are recycling facilities in Alang that are able to carry out a responsible recycling
- The beaching method calls for careful planning both to safeguard the workers and the environment
- It is therefore important to choose a yard that is addressing the specific concerns surrounding beaching
 - Using the ship it self as a built structure (the gravity method is only used for the first cutting)
 - Having a substantial concreted area
 - Having drainage to handle potential oil spill at the cutting zones, and to prevent rain water during the monsoon to take dirt back into the sea
- It is our hope that we by our choice and approach has had a positive impact on the development of responsible ship recycling in India and other places