

WELCOME

To

THE PRESENTATION ON SHIPBREAKING

For

South Asian Convention on Coastal Management

Dated: 19th to 22nd January 2014

In Puducherry, India

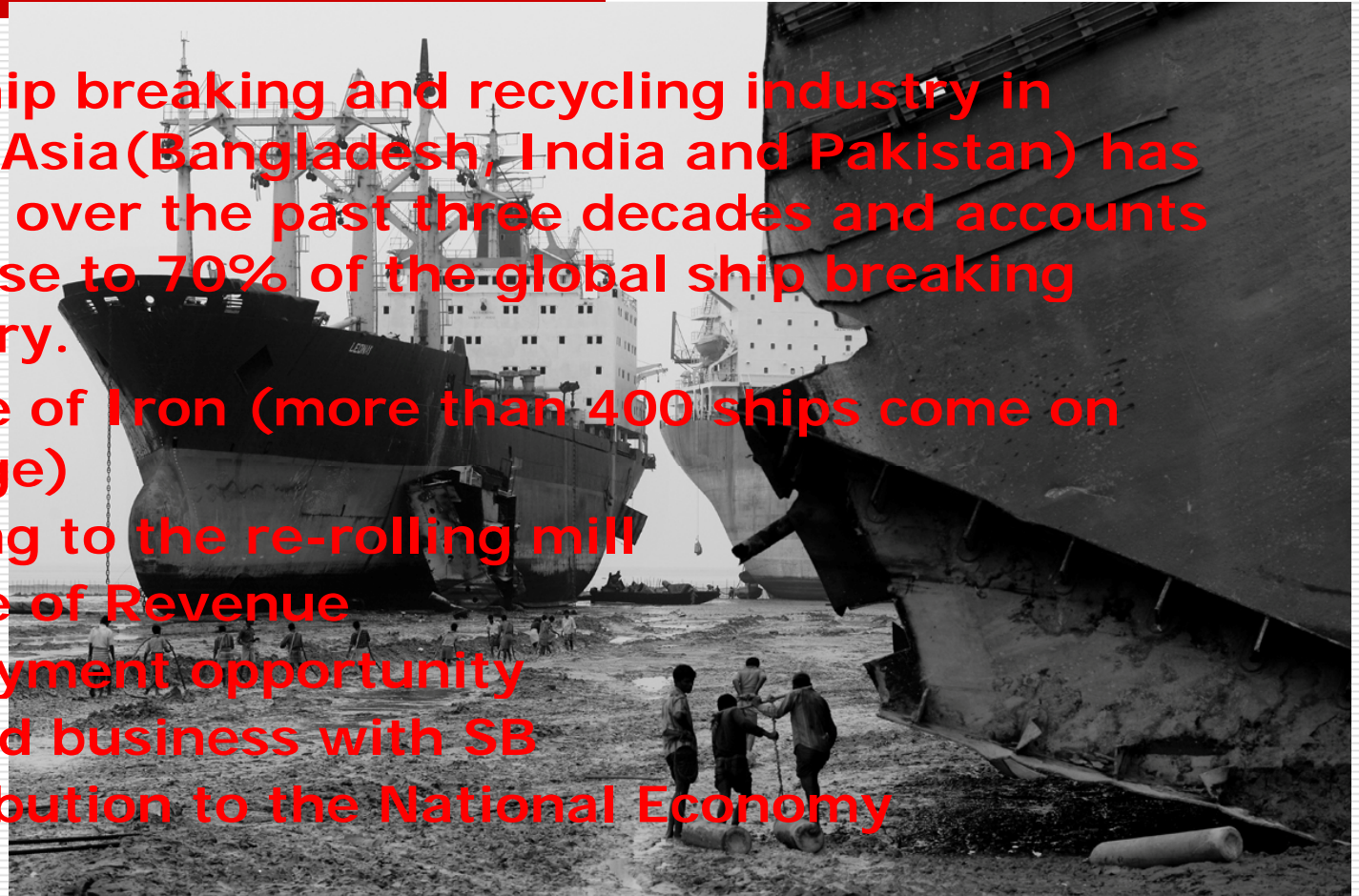
Presented by: Md.Ali Shahin, Bangladesh coordinator, NGO shipbreaking platform

Shipbreaking : Grave yards of ships.....



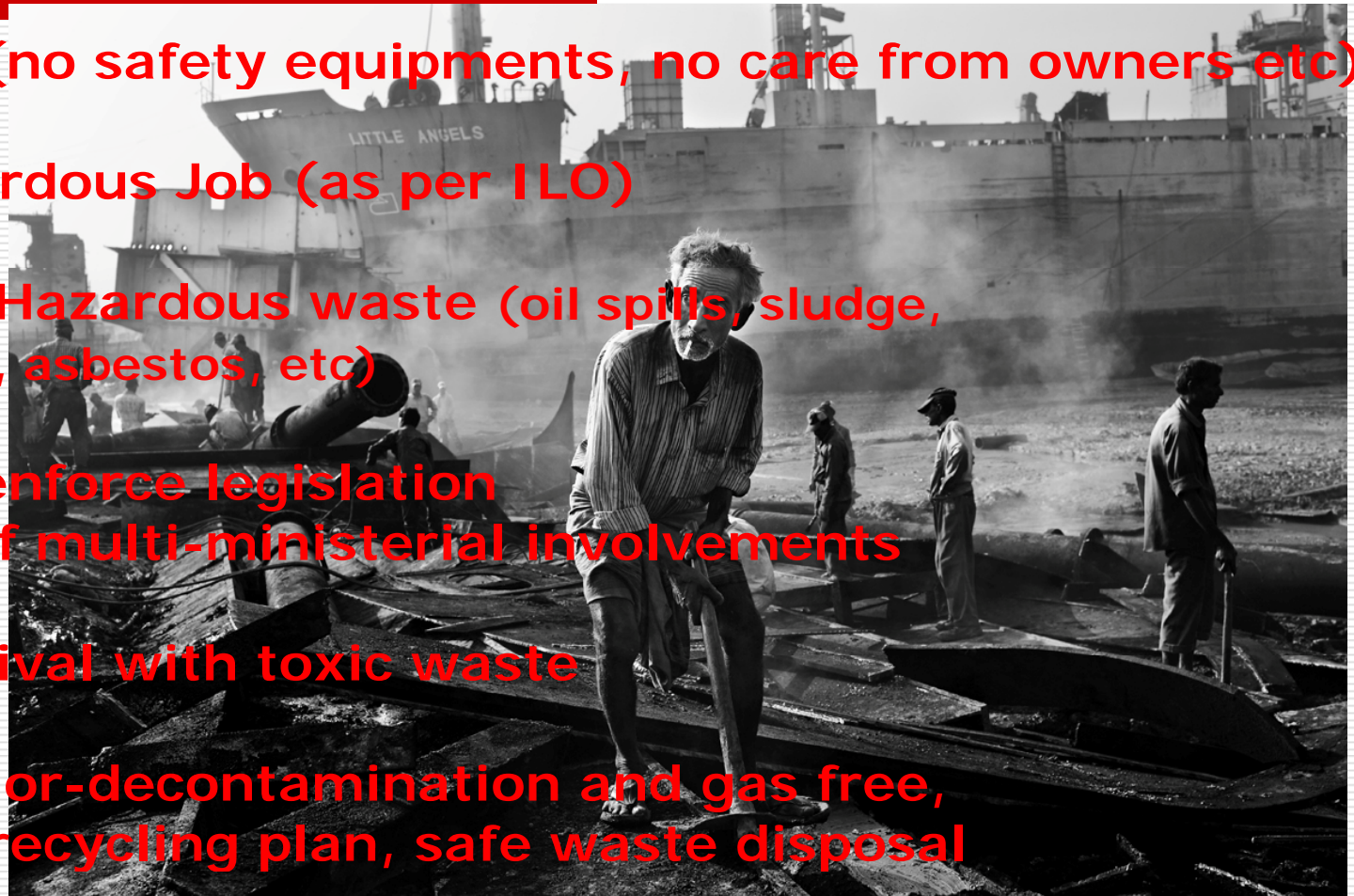
The reasons are.....

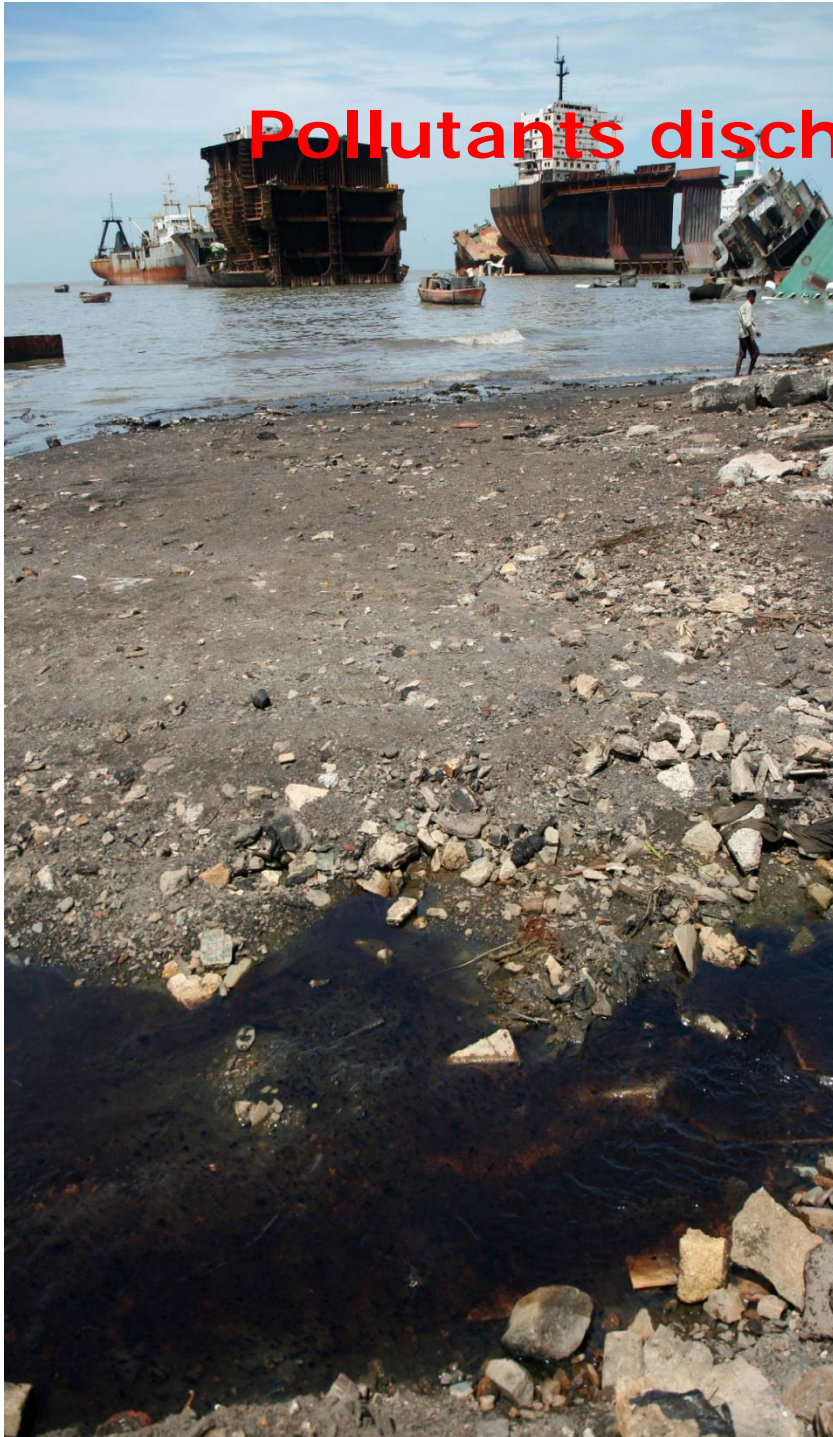
- ❑ The ship breaking and recycling industry in South Asia (Bangladesh, India and Pakistan) has grown over the past three decades and accounts for close to 70% of the global ship breaking industry.
- ❑ Source of Iron (more than 400 ships come on average)
- ❑ Feeding to the re-rolling mill
- ❑ Source of Revenue
- ❑ Employment opportunity
- ❑ Related business with SB
- ❑ Contribution to the National Economy



Features of Shipbreaking

- Dirty Job (no safety equipments, no care from owners etc)
- Most Hazardous Job (as per ILO)
- Deal with Hazardous waste (oil spills, sludge, liquid toxic, asbestos, etc)
- Tough to enforce legislation because of multi-ministerial involvements
- Ship's arrival with toxic waste
- Lack of prior-decontamination and gas free, safe ship recycling plan, safe waste disposal





Pollutants discharge from ship breaking

a. Persistent Organic Pollutants (POP's):

- ☐ Asbestos
- ☐ PCBs (polychlorinated Biphenyl-Compounds)
- ☐ Dioxins
- ☐ PVC (Polyvinyl Chloride)
- ☐ Organotins
- ☐ PAHs (Polycyclic Aromatic-Hydrocarbons)

b. Heavy metals

c. Oil pollution

One Statement

When I go to
shipbreaking
yard of
Chittagong, I
take burial
cloths with
me.....



Recent Victims of Shipbreaking

More than 200 workers died in last 7 years 9 months, more than one worker died on an average per month, according to the available information.

Types of Accidents

- ❑ Explosions or fire, as the ships are full of toxic gas
- ❑ Suffocations by the toxic gases
- ❑ Slipped and fall of iron pieces
- ❑ Fall from the top of the ship



Ok, Lets talk based on
documentation....(WB Report)...

Accumulated hazardous material amounts from ship breaking and recycling in Bangladesh and Pakistan, 2010-30

Hazardous material Unit Bangladesh Pakistan

- ❑ Asbestos 79,000 tons (BD), 5,200 tons (PAK)
- ❑ PCBs (mainly cables) 240,000 tons (BD), 16,000 tons (PAK)
- ❑ ODS (mainly polyurethane foam) 210,000 tons (BD), 14,000 tons (PAK)
- ❑ Paints (metals, tributyltin (TBT), and PCBs) 69,200 (BD) tons, 4,550 tons (PAK)
- ❑ Heavy metals 678 (BD) tons, 45 (PAK) tons
- ❑ Waste liquid organic 1,978,000 (BD) m3, 130,000 (PAK) m3
- ❑ Miscellaneous (mainly sewage) 107,000 (BD) m3, 7,000 (PAK) m3
- ❑ Waste liquids inorganic (acids) 775(BD) tons, 51 (PK) tons
- ❑ Reusable liquids organics 675,000 (BD) tons, 44,200 (PK) tons

World Bank-2010

Contaminated sand exposed to sea level rise in Chittagong and Gadani

BEACH	Slope,Length	Polluted sand under new high tide(0.21–0.48 m sea level rise)
Chittagong	0.05; 13 km	11,000–25,000 cubic meters
GADANI	0.08; 7 km	3,500–8,100 cubic meters

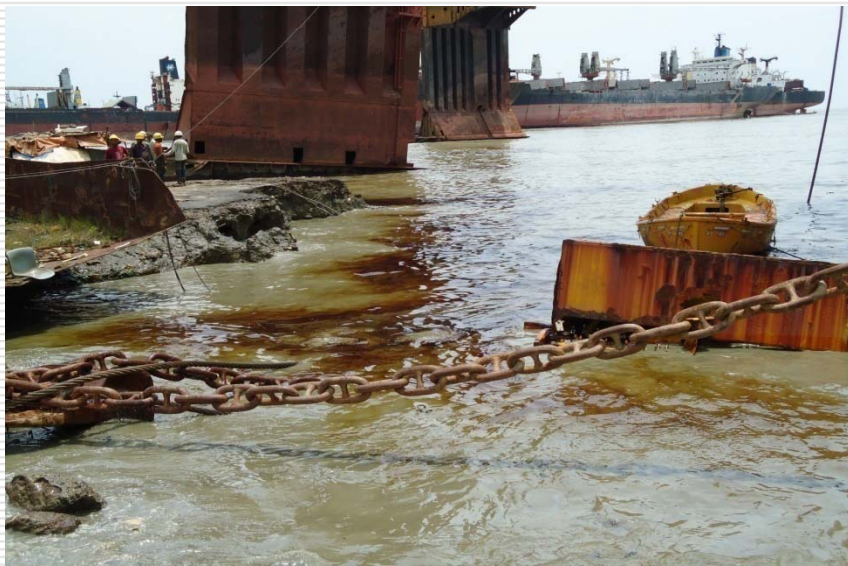
The estimates clearly indicate the risk of having vast amounts of sand contaminated from present and historic ship breaking activities exposed to dynamic tidal and wave action over the long term. This will also effect in the biodiversity, food chain, human health and overall eco system.

World Bank-2010

Impacts of climate change on ship breaking yards and coastal areas

Sea level rise	Tidal erosion of beaches	Loss of beaching facility	Coastal protection works
Storm surges	Damage to infrastructure	Yard buildings undermined and lost	
	Loss of coastal roads	Roadside shops destroyed	Relocation
Higher tides	Release of heavy metals, TBTs, and PCBs from yards into the coastal environments	Fisheries and shrimp hatcheries poisoned	Pre-emptive de-pollution or stablization of cont.areas

World Bank-2010



Why its in SA....

South Asian countries are compromising their environment for certain industries such as shipbreaking and that the methods used would never be allowed in other parts of the world because of the harm done to the environment and workers. South Asian countries should stop being the dumping grounds for the industrialized countries and not compromise health and environment for some tax income or to protect the business model that benefits few people only.

Sum up

- ❑ Yes its Contributing the country; but with huge damage of the environment
- ❑ Providing employment; but with risk of death
- ❑ Giving iron; but with the waste of west
- ❑ Providing food; but with night-mare of the workers' families



Factors

- Sources of the ships
- Basel Convention
- IMO Convention
- Cash buyer factors
- FOC
- Threats
- EU Regulations

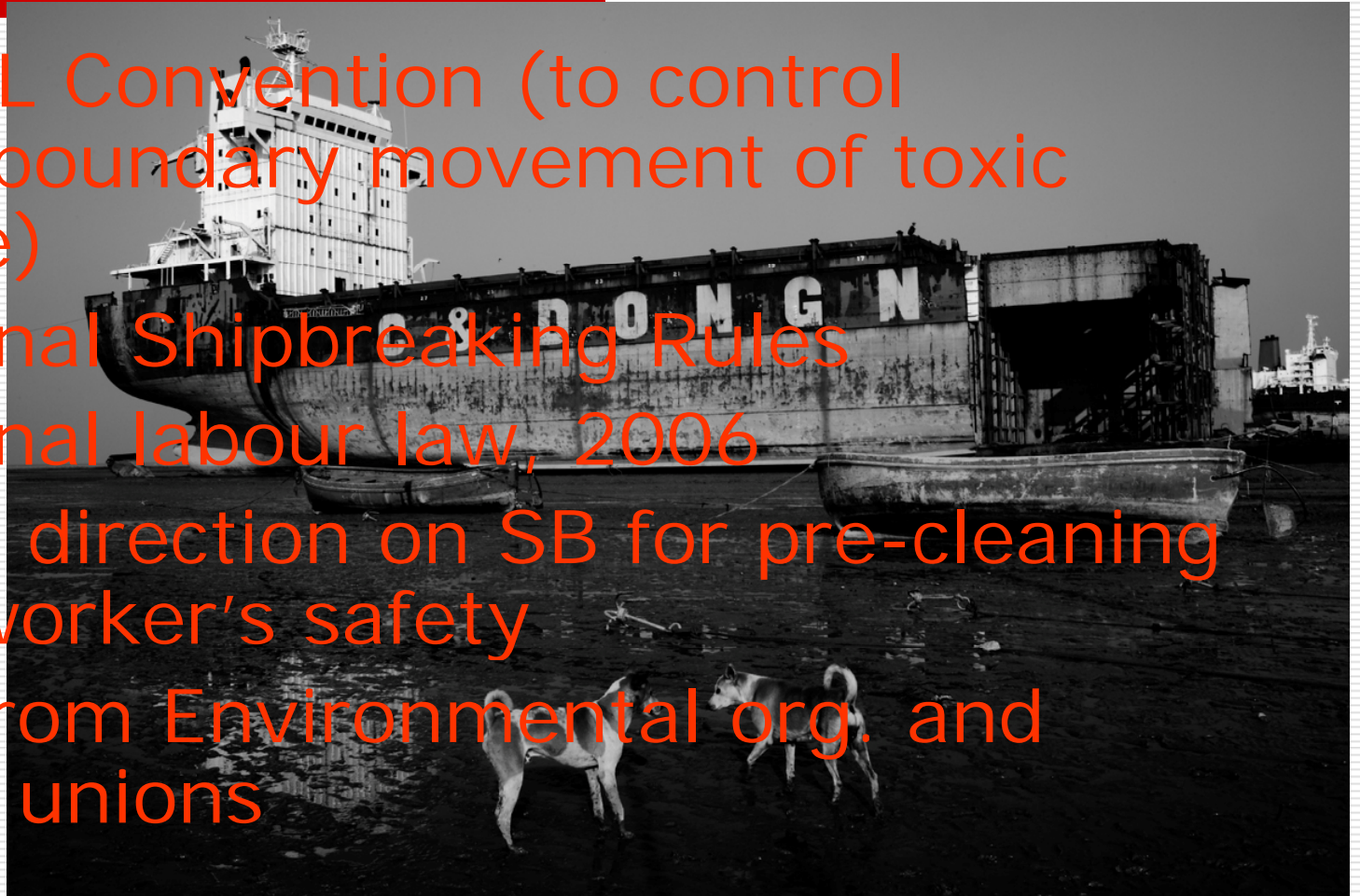


Demands

- ☐ Off the Beach
 - ☐ Pre-cleaning of ships before its trans-boundary movement
 - ☐ Complied Waste disposal facilities
 - ☐ Compliant listed yards
 - ☐ Formalization of work force involvement
-

Things to be complied....

- ❑ BASEL Convention (to control transboundary movement of toxic waste)
- ❑ National Shipbreaking Rules
- ❑ National labour law, 2006
- ❑ Court direction on SB for pre-cleaning and worker's safety
- ❑ Call from Environmental org. and trade unions



Final Message



NO

**to rights violation and dumping of
toxic ships in SA beaches**

YES

**to ship breakers' and owners'
liability and environmental justice**

Thank you very much



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