



INDIAN SUBCONTINENT: A string of name changes often helps to keep authorities at bay.

Photo: Bloomberg News

Philippines mulls debut in demolition

Geoff Garfield

London

The Philippines, already by far the leading global supplier of seafarers, is now turning its focus to ship recycling.

It is investigating the possibility of establishing a ship-scraping industry and was this week staging in Manila a workshop attended by various leading figures.

It is understood that with the Indian and Bangladeshi governments both seeking to raise environmental and safety standards at home, the Philippines sees an opportunity to secure a foothold with facilities that comply with the new Hong Kong Convention.

Nikos Mikelis, the International Maritime Organisation (IMO)'s

head of marine pollution and ship recycling, says from Manila that the Philippines' Maritime Industry Authority (Marina) is keen to examine what is needed to ratify the new convention, which seeks to introduce minimum recycling standards worldwide.

Among those scheduled to speak at the workshop was Mikelis, Marina shipping director Emerson Lorenzo, cash buyer Global Marketing Systems (GMS) boss Anil Sharma, Yasuo Nakajo, executive manager of Japan Marine Science Inc, Henning Gramann, director of GSR Services, Germany, and Susan Wingfield of the Basel Convention Secretariat.

Currently, India, Bangladesh, Pakistan, China and Turkey con-

trol around 97% of all ship recycling, although the Indian subcontinent dominates by far.

The Philippines sees labour-intensive scrapping as generating jobs, as well as providing the country with steel.

There is talk of the Philippines ratifying the Hong Kong Convention by 2012. Marina's shipyards regulations chief Daniel Reyes has highlighted the need to protect the marine environment and workers if ship recycling takes off.

Local ship scrapping could also accelerate the phasing out of the ageing Philippines fleet. Of almost 12,000 vessels registered with Marina, over 500 are said to be 36 to 40 years old, and almost 500 more than 40 years old.

Chinese cape brings big-bulker tally to 70

Trond Lillestolen

Oslo

A small Chinese-controlled cape-size bulker appears to have been sold despite a muted demolition market over the past few weeks.

The sale of the 100,000-dwt *Golden Sun* (built 1986) lifts the large bulker tally to 70.

The Eternal Group-controlled ship is said to have been sold in China for \$430 per ldt or \$7.4m.

Eternal bought the vessel as a tanker in November 2007 from Mercator Lines for \$16.4m and converted it.

Some sources say the scrap deal

was concluded some time ago and has only now emerged.

Croatian owner Tankerska Plovidba is in the process of selling its 110,000-dwt tanker *Sali* (built 1994) (see story, page 4) and at TradeWinds's press time the vessel was said to have gone for \$10.7m. This would equal a demolition price of \$516 per ldt, which is slightly above current levels.

Sources suggest a cash buyer would be willing to pay a good price for the double-huller.

Another aframax, the 95,000-dwt *Coastal Venus* (built 1991), remains unsold. Sources say the

ship has received offers of around \$475 per ldt "as is" in Singapore but the owner is holding out for over \$480 per ldt.

Several handysize bulkers appear to have been sold into India. The Iranian-controlled, 34,000-dwt *Tabassum* (built 1983) went for \$475 per ldt or \$3.7m. Aden Shipping has sold the 26,600-dwt *Alaska 2* (built 1975) for \$478 per ldt and 26,400-dwt *Deviglory* (built 1982) for \$469 per ldt.

Meanwhile, Pacific International Lines (PIL) has sold the 1,228-teu *Kota Abadi* (built 1984) "as is" in Fujairah for \$452 per ldt or \$3.4m.

Name changes enable entry

A ship-scraping veteran says a web of name changes often helps to keep blacklisted tonnage under the radar.

Geoff Garfield

London

A lawyer involved for years in the ship-scraping business says it is not unusual for vessels to pass through a sequence of name changes so they can be slipped into the Indian subcontinent under the radar of government authorities.

Shashank Agrawal acknowledges that scrap ships sometimes turn up at anchorage awaiting beaching with a new name and sometimes a lengthy list of ex-names that provide no indication of the original identity.

It is more difficult to change the International Maritime Organisation (IMO) number but it is not mandatory that this is disclosed in contracts.

Agrawal was approached to comment on how easy it is to disguise the identity of vessels and sisterships blacklisted by environmental groups for allegedly containing unacceptable levels of hazardous materials, such as asbestos and polychlorinated biphenyls (PCBs).

Cash buyers and end-buyers in places like India and Bangladesh have complained in the past that environmentalists indiscriminately publicise certain ships as toxic, while identical tonnage is scrapped without mention.

Attention recently has focussed

on the 48,000 dwt tanker *Gulf Jash* (ex-*Probo Koala*, built 1989) and 70,900-dwt panamax bulker *Asia Union* (built 1982), both of which were turned away from the subcontinent.

But the web of name changes means some ships whose identity has been deliberately concealed are on the beaches before authorities realise their identity. The lawyer claims he knows of vessels where he suspects buyers are currently waiting for an opportunity to beach them without alerting attention.

Meanwhile, Agrawal, group legal advisor to cash buyer Wirana, says recent fatalities at recycling yards in Bangladesh indicate that the country still has a lot of work to do to improve safety and environmental standards.

He says a mindset change is needed both by recyclers and labourers who have done things their own way for many years.

Also, Agrawal says he does not expect an imminent ratification by India of the new Hong Kong Convention on ship recycling because of the time it will take passing through parliament.

He believes the convention is viewed by most stakeholders in India as a positive move. Supreme Court requirements of 2007 already mirror requirements of the new IMO regulations, says Agrawal.

29 November - 2 December 2011
Shanghai New International Expo Centre
 二〇一一年十一月廿九日至十二月二日
 上海新国际博览中心

Marintec China 2011
THE ALL CHINA MARITIME
CONFERENCE & EXHIBITION
 二〇一一年中国国际海事技术学术会议和展览会



www.marintechina.com

<p>Sponsored by Ministry of Industry and Information Technology, PRC Ministry of Transport, PRC Shanghai Municipal People's Government</p>	<p>Co-sponsored by China State Shipbuilding Corporation China Shipbuilding Industry Corporation China Association of the National Shipbuilding Industry Chinese Society of Naval Architects & Marine Engineers</p>	<p>Organised and Managed by UBM 博闻 Shanghai Society of Naval Architects & Marine Engineers (SSNAME) 上海市造船工程学会</p>  
--	---	---