



Is it okay to scrap a vessel here?

Carriers:

Clipper, Maersk and the Danish Shipowners' Association all have a new stance on ship scrapping on the beaches of Alang. See the pictures from one yard which have convinced shipowners that times have changed in the region. And also the pictures that used to keep shipowners away.

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Maersk sent a delegation to Alang in India to inspect the four yards which the group has decided to cooperate with for the scrapping of vessels from the Maersk fleet going forward. The pictures give quite a different impression than what usually comes to mind, when Alang is mentioned along with the other Asian beaches in Bangladesh and Pakistan which are also used for dismantling ships.

Maersk is not the only company which now sees opportunities in Alang, where also Clipper had a ship scrapped at the yard Leela Ship Recycling, which is ISO-certified and classed by DNV GL as well as ClassNK. Maersk acknowledges that there is still a ways to go before the yards reach the standards set by the group itself. But yards such as Leela Ship Recycling currently seem to be the picture of the new Alang, which hopefully will constitute the foundation of a new reality for Alang in the future. The pictures below are taken by Maersk.



The Danish Shipowners' Associations also visited four different yards in Alang in the spring of 2015. In all, there are about 175 scrapping facilities on the Alang beach. The picture below is what the shipowners' association put on its website in relation to the changes in Alang.



Photo: Danish Shipowners' Association



Photo: Danish Shipowners' Association

For years, the environmental NGO, Shipbreaking Platform, has followed and criticized the working conditions and environmental damage at the beaches in Southeast Asia, where about 70 percent of all vessels to be scrapped currently end up. Even though four yards in Alang are now approved according to the Hong Kong Convention, it should not cause carriers to accept the Alang beach, says the NGO, which is far from pleased with Maersk's new stance. Clipper also received criticism when it chose Alang in 2014.

Shipbreaking Platform tells ShippingWatch that the organization was never granted access to the yards on the Indian beach. The NGO also points to the fact that the damage to eco-systems and violations of human rights are not always visible through pictures. One of Shipbreaking's member organizations has taken the pictures below from Alang back in 2013.

Best regards

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