



Sustainable Ship Recycling: Alang, India

Taking “extended producer responsibility” for the safe and environmentally clean disposal of vessels at the end of their working lives.

Photo right:

The clean and environmentally sound ship recycling yard used for *MV Chenan*



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Sustainable recycling of ships is the best sustainable and most environmentally responsible way to manage ships at the end of their commercially viable lives.

CNCo believes that:

- Sustainable recycling of ships is the best sustainable and most environmentally responsible way to manage ships at the end of their commercially viable lives;
- Ship recycling must and CAN be done in a safe and environmentally sound way and efficiency can be increased if recycling is considered in the initial design phase
- The working conditions that have historically been reported in many ship recycling facilities are unacceptable, against reasonable and achievable health, safety, environmental and social standards, and are thus unsustainable;

• We accordingly support both:

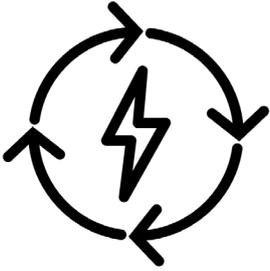
1) the actions of the International Maritime Organization and the International Chamber of Shipping and other governmental and non-governmental bodies, and the more committed Ship Recycling Facilities (SRF) in Alang (India) that are working to raise the standards at ship-recycling facilities, and

2) the principles behind the Hong Kong International Convention (HK Convention) for the Safe and Environmentally Sound Recycling of Ships 2009.

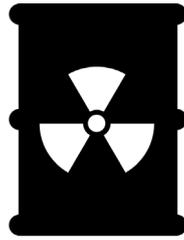
CNCo is leading by example to build capacity for the Safe, Responsible and Sustainable recycling of vessels, at independently certified competent yards, at additional cost to the business. CNCo has been building capacity at selected yards that are Class NK Certified, as HK Convention compliant, and helping them to improve their social conditions. Additional voluntary investment included placing monitoring teams at the yard with the mandate to “STOP any unsafe act”.

CNCo “green recycled” a total of 8 vessels between 2012 and 2017 in PRC and India. All without a lost time injury or environmental pollution incident. All independently overseen and audited (with approval) by a reputable International Association of Classification Societies (IACS) member.

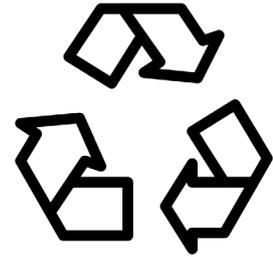
Mitigated Environmental Impact



Reduced energy associated with the recycling process



Proper disposal of hazardous materials contained within ships, such as asbestos, heavy metals/oil, thus minimising their impact on local ecosystems and communities.

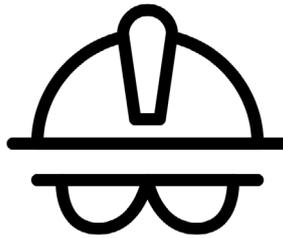


Reduced waste to landfills, as 99.96% of all materials from the CNCo ships were reused/recycled.

Investment:

The cost of "Clean and Green recycling" was between 8% and 17% of the sale price of the vessel. Additional investment included engaging "Compliance Monitoring Team" for the ~4 months of demolishing, plus use of an independent class surveyor to audit the facility every two weeks at the extra cost of around USD 100,000.

Health, Safety And Social Impact



Improved working conditions and Health and Safety protocols. All the workers are provided with personal protective equipment (PPE)

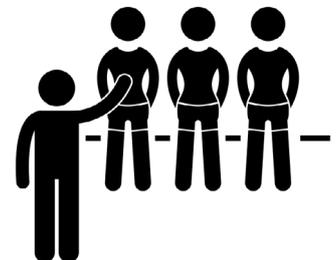


Reduced injuries and mortality rates. Zero Fatalities and Injuries to date.

CNCo has been a key member of the Sustainable Shipping Initiative since 2012



Adherence to Human rights and labour regulations. Eliminating child and forced labour.



Better training and quality assurance. All workers must undergo training to ensure that they are competent to do the tasks relevant to their job group.

Relevant Sustainable Development Goal

