



International Ship Recycling Association: left to right — Adam Simsek, Simsekler Group; Saim Sivri, Cemas Celik; Li Hongwei, China Jiang Xiajiang Changjiang Shiprepair Yard; Liu Guohong, Zhongxin Ship Recycling & Steel Co; and James MacFarlane, Sparrows Point Shipyard. Top from left to right: Dimitris Ayyatoglu, Leyal Ship Recycling; Demiray Kardes, Demtas; Henk Poot, Scheepssloperij Nederland; and Ali Tiras, Oge Gemi Sokum.

Green ship recycling gets new voice

Helen Hill
Amsterdam

A NEW organisation designed to give green ship recycling a global voice is being launched by a 10-strong shipyard group.

The group includes the two largest breakers in China and is supported by companies such as Maersk. The International Ship Recycling Association will initially comprise six Turkish, two Chinese, a Dutch and US dismantling yard.

This initiative is clearly timed to coincide with the development of the International Maritime Organization Convention on the Safe and Environmentally Sound Recycling of Ships, the text of which is due to be accepted by early 2009.

Maersk ship recycling project manager Tom Peter Blankestijn, who formerly held

the same role for P&O Nedlloyd, and Bernard Veldhoven, a well-known Dutch environmental lawyer, both work with the IMO and were asked if they could help initiate such a group, as the recycling yards were rarely represented at IMO meetings.

For the yards, ISRA presents an opportunity to get direct access to the IMO to voice their concerns, rather than having to go through national associations and governments.

Mr Blankestijn said more yards, and any stakeholder interested in the IMO convention, are welcome. But the yards "have to be willing to make the investments to become a green yard and live up to the standards of the IMO", he said.

Liu Guohong, managing director of Jiangmen Zhongxin Ship Recycling and Steel Co, who will take up the ISRA chair, said: "We want this organisation to bring a voice to the IMO. We want to show the

world, things can be done in a green, high-quality way and there can still be return and it is good business."

ISRA members are aware that it will take quite a change in attitude on behalf of the owners and the yards. Crucially, they recognise that most of the dismantling work takes place in India, Bangladesh and Pakistan, and they are keen to get these yards onboard.

Although it is too early to reveal details, the association hopes to have its first Bangladeshi member soon. This yard needs help to develop into a green facility, said Mr Veldhoven.

There is a possibility that this could be done in co-operation with an ISRA member, he said. ISRA believes that once one yard in that region shows how it can be done, others will follow.

ISRA is also in no doubt that tough choices have to be made to go green.



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