

## Concerns of shipbreaking industry

### Why in news?

\n\n

India has made a draft legislation to set Labour Safety and Environment Benchmarks for ship breaking.

\n\n

### What are the impacts of shipbreaking?

\n\n

\n

- Shipbreaking is a process of breaking down a ship, when it completes its life tenure..

\n

- It is one of the most hazardous jobs in the world because most ships are used to carry radioactive materials, toxic wastes, extremely poisonous chemicals and oil.

\n

- It directly affect the health of the workers, hundreds of manual labourers move onto the beach to dismantle each ship.

\n

- Many ship breaking yard has poor working and living conditions, workers face many serious work-related injuries.

\n

- It is also an environmental time bomb as workers strip the ships marooned on the sea shore.

\n

- Which leads to severe contamination of the sea bed, eventually seeping into the marine food chain.

\n

\n\n

### What is the account of shipbreaking industries in India?

\n\n

\n

- In 2016, India dismantled over 300 ships, against about 220, 140 and 70 in

the case of Bangladesh, Pakistan and China.

\n

- Alang in Bhavnagar district, Gujarat, considered the world's largest shipbreaking facility.

\n

- Alang houses at least 50 companies in 'plots' along a 12-14 km stretch along the sea coast, employing an estimated 40,000 workers.

\n

- There are no reliable records on accident deaths, but practical narrative estimates that for each day one worker dies for dismantling a ship.

\n

\n\n

### **What is the significance of the draft law?**

\n\n

\n

- India, which along with Bangladesh dismantles most of the world's discarded ships, has drafted a legislation to set benchmarks for shipbreaking.

\n

- The proposed law is aligned with the Hong Kong convention adopted by the International Maritime Organisation in 2009.

\n

- Which is so far ratified by Norway, Congo, France, Belgium, Panama and Denmark.

\n

\n\n

### **What are the areas yet to be addressed by the draft?**

\n\n

\n

- Ships in India and Bangladesh are dismantled on the beach rather than on dry docks, which adds to the toxicity of the soil, water and air.

\n

- 'Beaching' is banned under EU regulations, while the Hong Kong convention pushes for clean beaching practices.

\n

- Hong Kong convention is yet to be addressed by 15 countries with accounts for 40% of world's merchant shipping capacity.

\n

- Greece and Germany are top offenders in outsourcing their vessels to be beached.

\n

- Efforts to clean up the industry should include bringing such grey activities under the scanner.

\n

\n\n

\n\n

**Source: Business Line**

\n\n

### **Quick Fact**

\n\n

### **International Maritime Organisation**

\n\n

\n

- It is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.

\n

- Its main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented.

\n

- It is headquartered in London, there are 172 member states of the IMO, which includes 171 of the UN member states plus the Cook Islands.

\n

\n



**SHANKAR**  
**IAS PARLIAMENT**  
*Information is Empowering*