



**PRIYA BLUE**

Priya Blue Industries Pvt. Ltd.

**INDIA'S LARGEST GREEN  
SHIP RECYCLER**

# **WEEKLY RECYCLING REPORT**

**DATE – 26<sup>TH</sup> OCTOBER TO 1<sup>ST</sup> NOVEMBER, 2019**



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&  
OFFSHORE ASSETS WORLDWIDE**

# ALANG, INDIA

*Markets might witness stability very soon.*

Slight corrections in the prices of ship plates witnessed in the last two days of this week on account of improved prices of finished goods across the region post Deepawali celebrations.

Marketeers anticipate that the prices of domestic HMS will move positive in the next two weeks.

Yet ship recyclers are still not actively willing to book large tonnages for their facilities.

Prices of containerized HMS is improving on a daily basis despite of a moderate demand.

Sensex & Nifty after a long pause have jumped to a high level.



INDIA	Tanker	Bulker	Container
PRICE	365	350	380

All numeric values are in USD figures



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**Landing / Beaching Dates – 25<sup>th</sup> October to 2<sup>nd</sup> November 2019 followed by 11<sup>th</sup> to 18<sup>th</sup> November 2019.**

# CHATTOGRAM, BANGLADESH

*Import of HMS strongly affects the local trade.*

Prices for local ship plate have deteriorated from it's previous lows. Sources remarked that, *ship recyclers are now thinking to either shut down their operations or start giving their facilities to third parties on rent.*

Due to strong imports of containerized HMS the consistency in prices of domestic raw materials is getting affected adversely here.

Despite of all noted above, we feel that the market is facing a temporary grey.

Conditions in the ship recycling business will sooner or later revive to it's original nature in the coming months.



BANGLADESH	Tanker	Bulker	Container
PRICE	380	360	380

All numeric values are in USD figures



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**Landing / Beaching Dates – 27<sup>th</sup> to 30<sup>th</sup> October 2019 followed by 12<sup>th</sup> to 15<sup>th</sup> November 2019.**

# GADANI, PAKISTAN

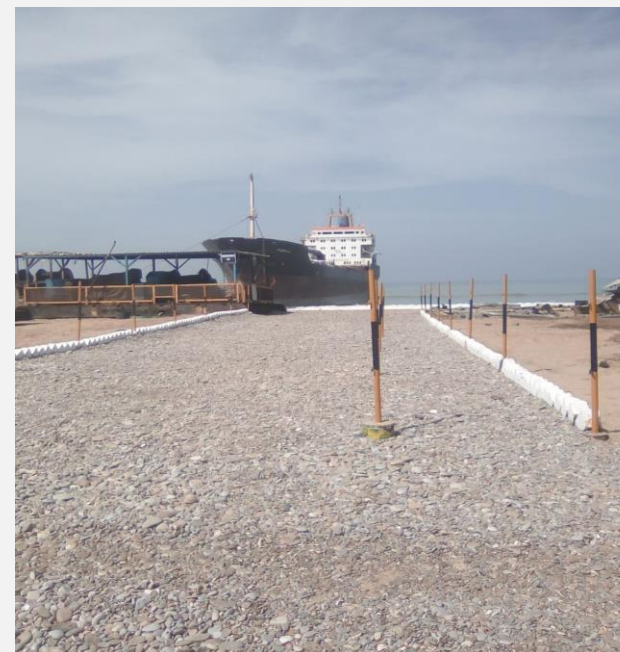
*Hibernation crosses 10 months now.*

**Silence continues, no enquires at all from this region with regards to booking or enquiring for new tonnages.**

**But, the market participants are actively importing containerized HMS of foreign origin to cater to mills.**

**There are internal glitches at the local level which is widening the gaps within the ship recycling business here.**

**Landing / Beaching Dates – Throughout the month.**



PAKISTAN	Tanker	Bulker	Container
PRICE	345	335	355

All numeric values are in USD figures



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# GENERAL OBSERVATION

**Not many ships are being sold at the moment yet cash buyers are booking new tonnages as and when they are offered.**

**Containerized Imports > Domestic supplies for HMS material across the subcontinent on account of it's price.**

**Market conditions for the ship recycling community at the moment are not so pleasant without showing any significant spikes in the last couple of months.**

**Demand as well as prices for all long-finished goods such as TMT-bars, beams, channels etc. is improving in the domestic market of India.**



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# WEEKLY SALES

PRICING INDEX		TYPE OF SHIP		
COUNTRY	All numeric values are in USD figures	Tanker	Bulker	Container
	India	365	350	380
	Bangladesh	380	360	380
	Pakistan	345	335	355

(Indicates comparison from previous week)

Dangjin

- Bulk Carrier
- 1995 China ; 18,476 LDT; Sold basis delivery to Chattogram, Bangladesh.
- Price – USD 375 (Less Undisclosed Commissions)

OLD SALES

MSC Reunion

- Container
- 1992 S. Korea ; 8,178 LDT ; Sold Basis Prompt Delivery to Alang, India.
- Price – USD 390



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# INTERNATIONAL PRICES FOR OTHER COMMODITIES

HMS 1&2 SCRAP	PRICES IN USD FIGURES
INDIA (80:20) – EUROPE ORIGIN	\$ 250 (+4)
BANGLADESH (80:20) – EUROPE ORIGIN	\$ 280 (+2)
PAKISTAN (SHREDDED) - EUROPE ORIGIN	\$ 282 (+9)

BUNKER (HFO)	PRICES IN USD FIGURES
FUJAIRAH	\$ 310 (-10)
SINGAPORE	\$ 390 (=)
ROTTERDAM	\$ 295 (+15)

( Figures in brackets represent **Positive** or **Negative** price movement from it's previous week )



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# BEST OASIS LIMITED IS NOW IN JAPAN

*Our Point of Contact: Mr. T. Ishii – Representative in Japan (20+ years of Experience in Shipping)*

8

第三種郵便物認可 2019年10月30日(水) 海事プレス

## 船舶リサイクルで日本市場を強化

■ 印解撤最大手プリヤブルー、環境対応に強み

インドの船舶解撤最大手プリヤ・ブルー・インダストリーズ (Priya Blue、サンジェイ・メータ社長) は、これまで重視していた日本市場向け事業の一層の拡大を図り、日本船社からの現金買付と解撤事業を強化する。このほど日本代表として石井太朗氏が就任。日本海事協会 (NK) からシップリサイクル条約準拠の認証も取得しており、環境対応型ヤードとして日本市場に売り込む。

プリヤ・ブルーは、解撤ヤードが集積するインド西部グジャラート州のアラン・ソシヤ地区に工場を持つ。これまでに、世界最大の船舶解撤としてギネスに認定された56万重量トン型VLCC “St. Mont” の解撤のほか、VLCCやFPSO (浮体式海洋石油・ガス生産貯蔵積出設備浮体式) をはじめ70隻以上のリサイクルを実施。日本の大手海運、商社との取引実績も持つ。

工場は処理能力の高さと、環境対応が特徴だ。約1万㎡の面積を持つ解体区画と、鋼板などの仕分けを行う6万㎡超のバックヤードからなる。解体区画では、プロットでVLCC2隻とパナマックス型1隻を同時に解撤でき、吊り能力1100トンのクレーンバージも保有している。

インドのリサイクルヤードの近代化が課題となる中で、同社は作業中の土壌への油などの漏えいを防ぐため解体区画は全てコンクリート舗装しているほか、汚染物質の流出による汚染を防ぐよう排水システムも整備。廃水回収タンクや危険廃棄物貯蔵設備など、環境対応の設備を完備した。環境、労働安全衛生の各種国際規格としてISO14001やISO9001、OHSAS18001を取得しているほか、シップリサイクルの国際規格ISO30000の認証もNKから取得している。



船主から解撤用の船舶を買船するキャッシュバイヤー機能として、香港に100%子会社ベストオアシス (bestoasis) 社を持ち、リサイクルの事業を一括で行える体制を持つ。また数年前に同地域の別の解撤ヤードも買収し、リサイクル条約に適合するような設備の近代化投資を行う傍ら、傘下のプリヤブルー・ SHIPPING はFFSV/AHTSを3隻保有するなど、業容も拡大中だ。

### Today's Photo



印解撤最大手プリヤブルー、日本市場を強化 (P8)



Scan to download the  
contact details of Mr. T. Ishii



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Source: Kaiji Press, Date – 30<sup>th</sup> October, 2019



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# **THANK YOU**

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