

WEEKLY SHIP RECYCLING REPORT



24th to 28th August, 2020



CERTIFICATE

The largest ship ever scrapped is the ST Mont with a deadweight of 564,763 tonnes, which was achieved by Priya Blue Industries Pvt. Ltd. (India) and Best Oasis Ltd (Hong Kong) at Plot No. V-1, Alang Ship-Breaking Yard, Gujarat, India, and was completed on 12 November 2010

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GLOBAL SHIP RECYCLING MARKETS



Local markets remain to stay highly volatile at Alang throughout this week. Automobiles sector within the country is gaining momentum, which in itself is good news for ship recyclers and HMS scrap traders.

Prices of ship plates in Bangladesh has improved from it's previous week and hence we believe that recyclers may very soon book new recycling tonnages.

Local market in Pakistan is stable. Most of the yards are now full.

Both demand and prices of imported HMS has gained attention in Turkey.

The numbers in Covid positive cases within the sub-continent are increasing with India recording an all time of 75,000+ cases in a day. A second wave of Pandemic is expected during winters here.



INDIA

TANKER VESSEL: USD 325/LDT | BULK CARRIER: USD 310/LDT | CONTAINER SHIP: USD 350/LDT

Prices continue to remain volatile ...

Prices of ship plates at Alang continue to remain volatile throughout this week, though the demand for finished iron and steel goods is increasing but still its prices lack a healthy return.

Hence, mills have decided to increase their finished iron and steel products by INR 3000 / MT (Approx. USD 40) from 1st September, 2020. Let's see how the variance in prices between international and domestic finished items compete in the markets.

Alang is being well recognized as a green hub of recycling within the subcontinent now but availability of green recycling vessels is less at the moment.

Sources shared that ship recycling at Sachana in Gujarat, India might resume soon. This is a strategic location to recycle small and mid-sized tonnages still things are unclear as to when the operations in this area will resume? Average plot size (in meters)? Other facilities offered by the Government etc. We are waiting to learn more on this subject through the official authorities.

INS Viraat, Aircraft carrier sold earlier this month is heading towards Alang for its recycling.

Importation of containerized HMS has slowed down due to volatility in prices of finished iron and steel goods, still traders are actively booking their future shipments.

Beaching Dates: 29th August to 5th September, 2020



BANGLADESH

TANKER VESSEL: USD 330/LDT | BULK CARRIER: USD 320/LDT | CONTAINER SHIP: USD 340/LDT

Quiet week ...

Good news is that the prices of ship plates in the domestic market has started to improve.

No new vessels have arrived for recycling at Port Chattogram in this week.

Though the current week was silent for new bookings but there were a lot of enquiries at comparatively lower price-bands.

Due to this, we anticipate that the recyclers may kick in with active buying interests by mid-September.

Presently this region is experiencing its last leg of monsoons.

Within the sub-continent, Bangladeshi traders are offering the highest prices for containerized HMS shipments.

With an improving demand of finished iron and steel goods post monsoons, the demand and prices of recycling ships may improve rationally.

Beaching Dates: 1st to 4th September, 2020



PAKISTAN

TANKER VESSEL: USD 370/LDT | BULK CARRIER: USD 360/LDT | CONTAINER SHIP: USD 380/LDT

Healthy market conditions ...

Market conditions and stable.

Most of the yards at Gadani are now full and hence we assume that end buyers may tend to remain silent in the coming two months, let's see!

Still Pakistani recyclers continue to bid the highest prices for recycling ships.

Recyclers are importing more and more large sized vessels at their facilities.

In Pakistan, most of the mills have adopted the EAFs (Electric Arc Furnaces) Technology. Hence the demand for HMS scrap will automatically increase with an increase in demand for finished iron and steel items.

With Pakistan attracting foreign direct investments in its infrastructural sector, the use of iron and steel bars, coils etc. will continue to increase in coming times.

Beaching Dates: Throughout the month



TURKEY

TANKER VESSEL: USD 200/LDT | BULK CARRIER: USD 195/LDT | CONTAINER SHIP: USD 210/LDT

Prices of imported HMS have improved ...

Local Market is stable this week but import market has been improving compared to the previous week.

Importation of containerized HMS is being carried out at USD 290/ MT. Though these figures are far apart from the domestic levels and hence traders believe the import market will soften very soon.

Improvement is mainly because mills have a temporary demand for HMS scrap now.

A container vessel of approx. 25,000 LDT has arrived to Aliaga, Turkey at an EU-Approved yard for its recycling.

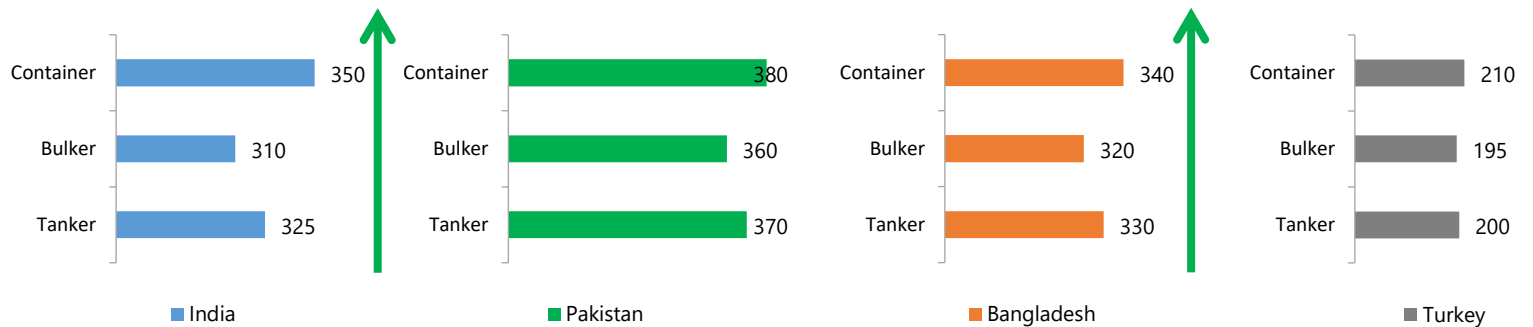
The currency paid USD/TRY is in the region of 7.4

Local markets are still in holiday mood with low activity but seems import market are back in game. First half of September will be worth a watch.

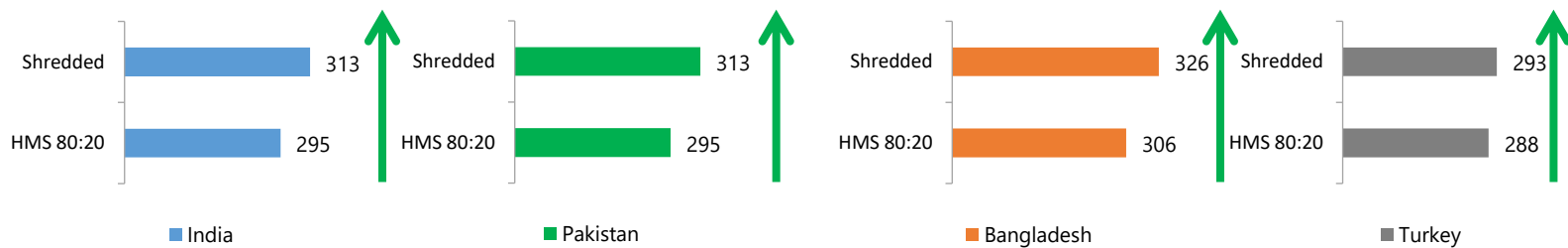
Beaching Dates: Throughout the month

PRICING INDEX

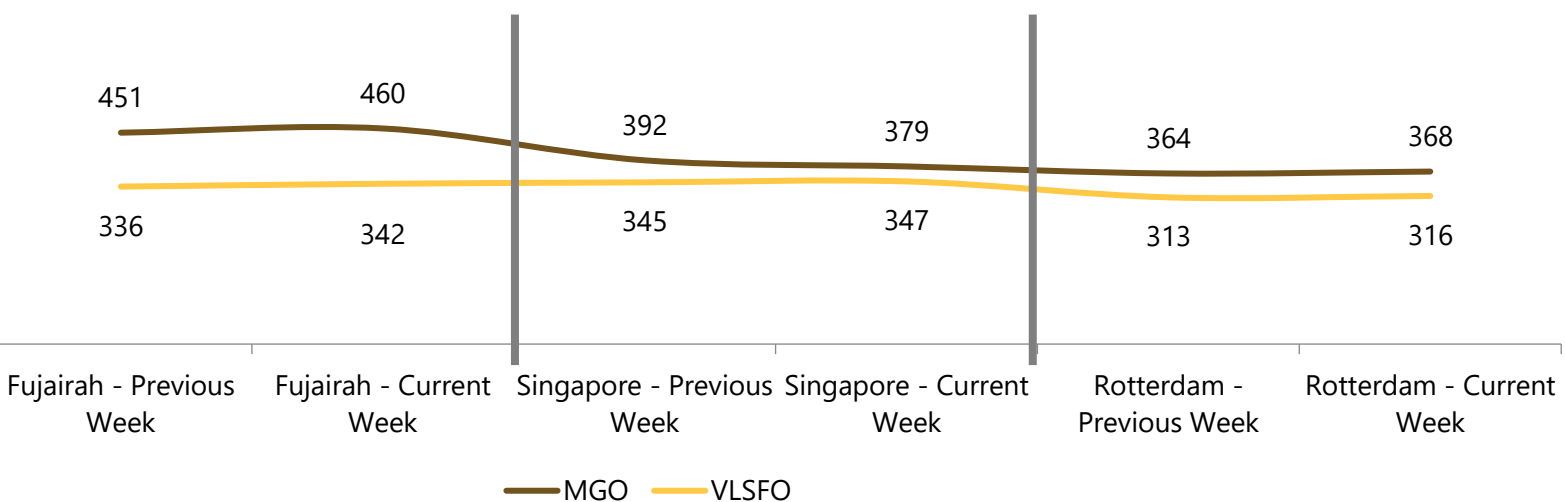
Prices of recycling ships within the subcontinent



Prices of foreign origin containerized HMS within the subcontinent



Bunker prices at Port - Fujairah, Singapore & Rotterdam



LIST OF VESSELS SOLD THIS WEEK

Vessels for conventional recycling purpose

Vessel Name	Type of vessel	Year of Build	Country of Build	LDT	Term of Sale	Location of Delivery	Sale Price (USD)
Hamoudi	Bulk Carrier	1982	Spain	3,581 MT	Delivered	Gadani, Pakistan	USD 355 / LDT
Neusa	Tanker	1983	Brazil	5,838 MT	As Is	Rio, Brazil	USD 140 / LDT
Sriracha Eagle	Tanker	1996	S. Korea	15,630 MT	As Is	Singapore. Gas Free for man-entry with 200 MT of sludge	USD 300-310 / LDT
Sea Hero	Bulk Carrier	1990	Japan	4,938 MT	Delivered	Sold basis delivery to full-continent in buyer's option	NET USD 350 / LDT
Taganroga	Tanker	1983	Finland	3,103 MT	As Is	Vladivostok	USD 182 / LDT

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THANK YOU!

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