



PRIYA BLUE

India's Largest **ClassNK** & **R** certified
HKC Compliant Green Ship Recycling Yard

Priya Blue Marine Digest:

MONTHLY SHIPYARD CHRONICLES



FOR THE MONTH OF:
JANUARY

TONNAGES REACHED ALANG IN JANUARY 2024 FOR RECYCLING

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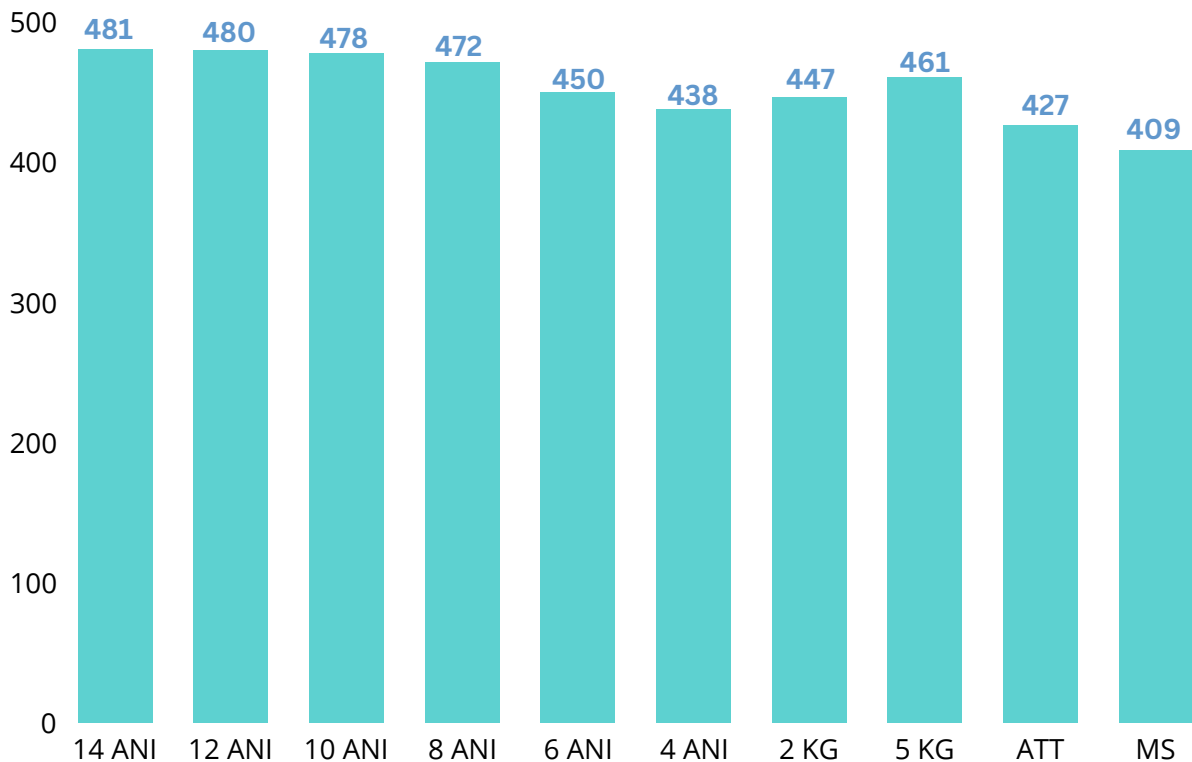
NAME OF VESSEL	TYPE	LIGHTWEIGHT (LDT)	BOARDING DATE
SILK	CONT.	7036	26.12.23
XIN FENG	CONT.	10315	28.12.23
WAU 7	CONT.	5730	29.12.23
ONYX 1	CONT.	10643	05.01.24
PROLIV LONGA	FISHING	1270	05.01.24
SOL	CONT.	3869	06.01.24
ZE LENG	REEFER	7007	10.01.24
MSC SOPHIE	CONT.	13616	11.01.24
AT MIDDLE BRIDGE	G/C	3406	12.01.24
MSC UMA	CONT.	10455	12.01.24
DV ARKAY AB 11	BARGE	788	15.01.24
DV ARKAY AB 12	BARGE	779	18.01.24

NAME OF VESSEL	TYPE	LIGHTWEIGHT (LDT)	BOARDING DATE
MSC EAGLE F	CONT.	6878	22.01.24
MSC JEMIMA	CONT.	12677	25.01.24



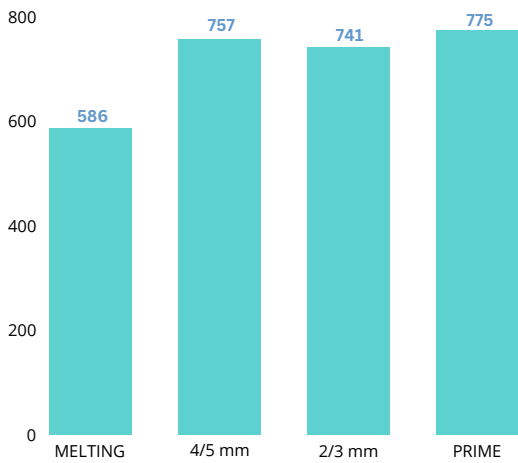
JANUARY TRENDS FOR STEEL AVERAGE PRICES IN THE LOCAL MARKET

ALANG, INDIA



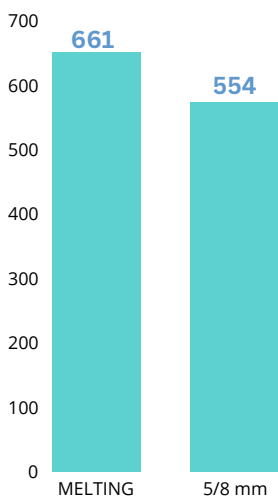
- Throughout the month, we noticed a consistent decline in the local steel prices. We witnessed a significant decrease in prices across different categories of local steel, with a notable reduction of nearly 10 USD since the start of the month.

GADANI, PAKISTAN



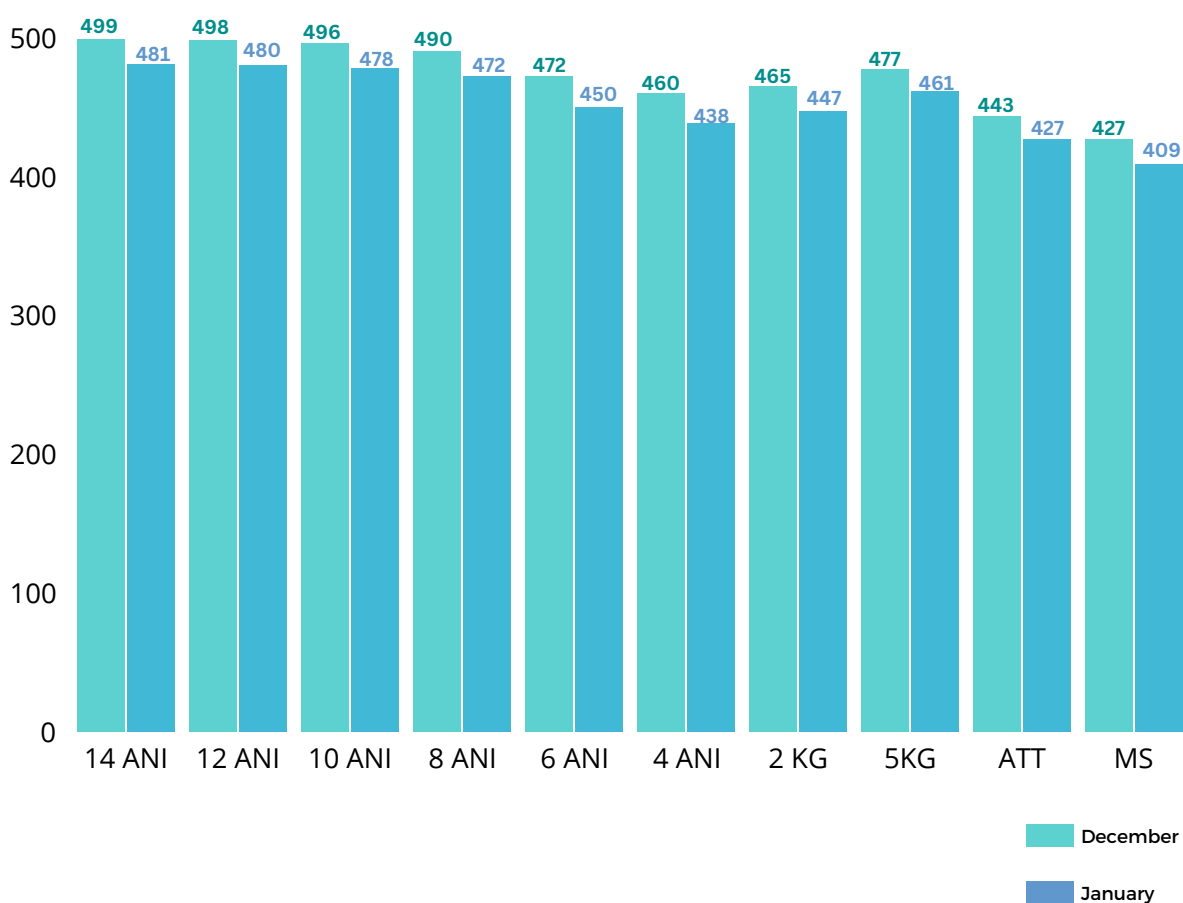
- According to the figures, the steel rate average trend from December to January indicates an overall increase in the average steel rates across all categories except for melting steel due to the anticipation of impending election and its result that may affect the industry dynamics.

CHATTOGRAM, BANGLADESH



- Based on the data, there has been no significant fluctuation in the rate for "Melting steel", while there has been a slight uptick in the rate for "5/8 mm". The price levels at the start of the month were reflected in the conclusion of the month.

THE OBSERVED VARIATION IN PRICES BETWEEN THE MONTHS OF DECEMBER AND JANUARY



- Based on the data, it is evident that there was a considerable drop in local steel prices in India during January, in comparison to December. The prices of local steel in the month of January started approximately 13 USD lesser than the start price of December month.

TRAINING INITIATIVES IN FOCUS AT PRIYA BLUE

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Significant strides we have made in enhancing the safety protocols at Priya Blue

In the month of January, we successfully organized and executed several comprehensive training sessions, mock drills and inspections. Out of these, we would like to present the details of two particularly noteworthy activities below:

FIRE PROTECTION, PREVENTION & RESCUE

- This training provides workers with understanding of fire hazards in ship recycling scenarios. It is crucial to have a comprehensive understanding of the hazards related to flammable materials, gas cutting equipment, and confined spaces in order to effectively prevent accidents.
- Workers learn practical skills, such as how to use fire extinguishers, how to wear and use protective gear, and how to carry out emergency procedures.
- Without knowledge of how to use fire extinguishers, fire hoses, or other firefighting equipment properly, workers might misuse or damage this equipment, rendering it less effective or even useless in an emergency.



BACKFIRE FROM CUTTING TORCH

In ship recycling yards, as well as in other settings, a backfire occurs when the flame of a cutting torch is briefly forced back into the torch body, creating a hazardous situation.

CAUSES:

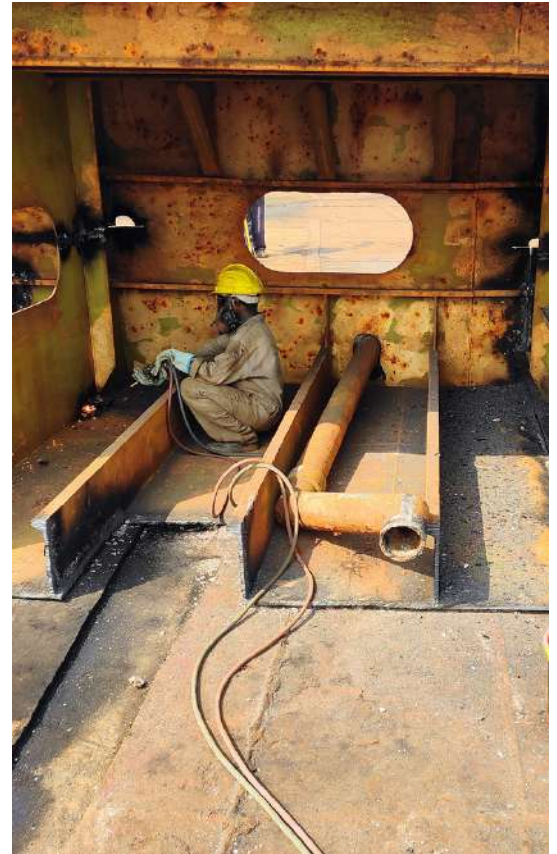
- Improper gas pressure
- Dirty or clogged nozzle
- Torch angle or movement

PREVENTIONS:

- Properly maintain equipment
- Trained workers

RESPONSE:

- Shut off the torch immediately
- Inspect the torch
- Review safety procedures



BLOG - INDIAN SHIP RECYCLING INDUSTRY: A LOT HAS CHANGED, YET NOTHING HAS CHANGED

Introduction:

We stand here as the ship recycling industry in India emerges from the depths of history, a story full of challenges, evolution, and uncharted waters. This journey spans decades, transforming not only practices but the very essence of the industry itself. Despite remarkable progress over two decades, a rather unfortunate perception about the subcontinent's ship recycling practices still exists, which makes us believe that "A Lot Has Changed, Yet Nothing Has Changed." This phrase resonates through the entire maritime industry, inviting us to explore a narrative that challenges such outdated perceptions of this industry in India that is often deemed dangerous and environmentally unfriendly.



Source

Indian ship recycling yards are portrayed as this.



Reality of Indian ship recycling yards.

The Perception Problem

Untangling the threads of history, we get to know a perception problem that once painted India's ship recycling industry with environmental and safety concerns. Decades ago, it was definitely true, challenges did exist, but today, it's an entirely different story.

Infrastructure and Worker Safety

Infrastructure, the silent force shaping industries, serves as the backbone of ship recycling. Indian ship recycling yards boast impermeable flooring, which is not just ticking the box, but a promise ensuring the safety and health of our environment. This impermeable flooring is a sophisticated system acting as a protective barrier that helps in preventing potential harm to the ocean and soil as well.

To prioritize worker safety and operational efficiency, there are massive cranes equipped with world class technologies. These cranes play a pivotal role in picking blocks from any part of the ship and placing them directly onto impermeable flooring, minimizing accidents and protecting both workers and the marine environment. Use of protective gear, safety training, and emergency response drills have become a common practice, effectively reducing the risk of accidents. A thumping majority of Indian ship recycling yards have carefully instilled this culture within their workforce.



The depiction in the left image vs the reality of labor accommodations in the right image in Alang, India. **Source: Priya Blue Industries Pvt. Ltd.(Right Image)**

Technological Advancements

Earlier, the industry relied heavily on manual labor for cutting down ships. Recent years have seen a shift towards more mechanized methods, such as plasma and gas cutting, which are not only faster but also safer for workers.

The adoption of heavy machinery like cranes and hydraulic excavators has improved the efficiency of handling large ship parts. This reduces the physical strain on workers and speeds up the recycling process. There is also an implementation of Environmental Management Systems (EMS). These systems help in monitoring and managing the environmental impact of ship recycling activities. Advancements in technology have most definitely brought about better waste management practices as well.

Waste Management and Audits: Responsible Downstream Practices

The disposal of hazardous waste has been streamlined. Recycling steel and other metals reduces raw material demand and environmental impact. Recycling yards now monitor waste flows and report waste management procedures. Transparency helps meet environmental requirements and identify opportunities for improvement. These audits aren't checkboxes; they are a very serious obligation to environmental protection and ecological leadership.



The image on the left intends to convey that this is the present status of ship recycling in the Indian ship recycling yards. The image of the right is the reality of modern day recycling in India.

Conclusion: Navigating India's Seas of Transformation

In the grand narrative of India's ship recycling industry, "A Lot Has Changed, Yet Nothing Has Changed" is not a contradiction; it's a revelation. Despite monumental changes over the past two decades including adhering to highly stringent HKC compliances, we are still not considered as a safe, responsible and advanced country for ship recycling. There is a need to transform this perception that pushes our country behind, especially when our ship recycling yards have commendable equipments, trainings and skilled labors

It's an invitation to stakeholders, enthusiasts, and advocates, urging them to join hands in steering the ship recycling industry towards uncharted territories. The question persists - why is the industry still portrayed as dangerous? Despite advancements, the negative narrative persists due to outdated perceptions.



This video exhibits the process of dismantling the vessel named Oriental N, which was truly carried out at Priya Blue Industries Pvt. Ltd in 2012, in full adherence to international regulations. The video has been posted in 2023 to demonstrate the present-day recycling practices in India. Published on: 03/09/23

End of report

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