

Changing Trends in the Ship Recycling Situation in Bangladesh: An Overview

Presentation By:
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Introduction:

Existing Statistics:

- Number of Existing Ship yard: 125(Daily Azadi, 04/10/2011)
- Number of members of BSBA: 167(One yard is used by same owner with different names of companies, therefore there is variation between numbers of yards and number BSBA members)
- Main International Brokers for procuring 'End of Life' Ships: Accord Marine GUM Ltd and MR. Mc Wells BURG
- Share of Bangladesh: 23% against 38% of India and 7% of Pakistan in South Asia (N. Cotzias Shipping Group, 58 P Monthly Report)
- Approx. 0.3million people are involved
- Approx. 74% (2.2 million ton) iron steel of total demand of 3 million ton is supplied by SC.
- Annual Turnover: Approx. 1.5 Billion US\$
- Annual Revenue: 120-140 million US\$.
- Annual Export from SC(copper, stainless steel): 32 million US\$
- Local Consumption of Equipments, Generators and other spare parts: 13 million US\$.
- 90% Coastal ships/engine boats are from SC.

Recent Statistics of Ship Recycling

Country	Share (%)	Volume
India	37%	3 million ton
China	30%	2.5 million ton
Bangladesh	23%	2.2 million ton
Pakistan	5-7%	1 million ton
Turkey	1%	0.6 million ton
Others	1%	0.6 million ton

Source: GMS, USA, 2010.(Daily Azadi: Oct 04, 2011)

Estimation of Hazardous Materials in Bangladesh 2010-30

Materials	Volume
Asbestos	79,000 ton
PCBs(mainly cables)	240,000 ton
ODS (mainly poly thane foam)	210,000 ton
Paints(metals, tribulyl tin(TBT) and PCBs	69,200 ton
Heavy metals	678 ton
Waste liquid organic	19,78,000 m3
Miscellaneous (mainly sewage)	107,000 m3
Waste Liquids inorganic (acids)	775 ton
Reusable liquids organics	675000 ton

Source: Ship Breaking and Recycling Industry in Bangladesh Report (Daily Azadi)

Major Issues:

Human Rights:-

- Less pay with severe Risk
- Death Cases: 13 in 2010, 23 in 2009, 15 in 2008 (125 from 1998 to 2010 in 68 accidents)
- Sick: 60% of Total Workers

Source: Daily Azadi, Mar 13 2011

Number of Death and Accident Cases in Different Industries in 2008/2009

Industry	Death in work: 2008 /9	Accidents in work: 2008/9
Building/Infrastructure	83 / 58	101/56
Garments	14/ 17	132/211
Steel Mills/Re-rolling Mills	12/6	29/22
Ship Breaking	10/21	3/24
Fishing	1/19	0/0
Gas Field	0/4	0/0
Daily labor (earth Cutting etc.)	64/49	24/37

Source: Bangladesh Occupational Safety, Health and Environment Foundation (Azadi Oct 4 2011)

Major Issues:

Environments:

- Soil with excess amount of Iron (28.32-74.4 ppm against normal average 3.2 ppm, Cadmium: 0.09 – 0.19 against normal 0.06 ppm, Lead: 3.4 ppm against normal 2.0 ppm, Magnesium: 3.06-4.28 ppm against normal 0.83 ppm)
- Less greenery (No forest in 3.1 km in Sitakunda/Ship yard area)

Source: Daily Azadi, Mar 13 and 20, 2011

Major Issues:

Legal:

- Penalty of Tk. 700,000 for Environment Pollution by Environment Department (Daily Azadi, Aug 30, 2010)
- High Court's Directives for ensure safety of SB Workers (The Daily Star, Oct 28 2011)
- Ship Breaking Yard fined, sued of Tk. 2,500,000 by DoE for not having safety measures (The Daily Aug 13, 2011)
- Non Issuance of Certificate to Chinese Toxic Ship by Department of Shipping (The DS, Sep 21, 2011)
- SC's firm no to Toxic Ship (The DS, Aug 23, 2010)

Major Issues:

Institutional:

- Prime Minister's announcement of Ship Breaking Industry Policies in Parliament (The Daily Purbakune, Mar 10, 2011)
- Ship Breaking green Industrial Zone declared by Minister of Industries
- Formation of National Committee for Policy making
- Ship Breaking to go green as policy
- Near Ship Yard in Bargona near Sundarban
- Ship Yard visit by US Embassy representatives and positive comments
- Visit by representatives from India and Pakistan and satisfactory comments
- Visit of Ship Yard by representatives of Ministry of Industry
- Visit by Parliamentary Committee of Bangladesh
- ISO given certificate to six Ship Yards

PRELIMINARY DRAFT

The Ship Breaking and Ship Recycling Rules, 2011

CHAPTER-1 : SHIP DESTINES FOR BREAKING , RECYCLING

- Ship Building and Ship Recycling Board (SBSRB)
- Import Process
- Prior Information of arrival at Chittagong outer anchorage
- Anchoring
- Boarding the ship by “Ship Building and Ship Recycling Board (SBSRB)” Official
- Assessment of hazardous wastes/hazardous substances by Department of Environment

CHAPTER – 2 : BEACHING PERMISSION

- Beaching of Ships
- Beaching Permission by Port Authority
- Cutting Permission from the Ship Building and Ship Recycling Board (SBSRB)

CHAPTER – 3 : SHIP RECYCLING PROCESS

- Recommended Process for Ship Recycling
- Ship Recycling Facility Plan (SRFP)
- Ship Recycling Plan (SRP)

CHAPTER – 4 : Workers Safety and Hazardous waste management

- Safety Compliance

Chapter – 5: Environmental Compliance

- Creation / Enhancement of Facilities for Removal, Storage and Disposal of Hazardous Materials and Hazardous Wastes :
- Environmental Measures and House Keeping
- Solid Waste Management
- House Keeping

Chapter – 6: Actions by the Ship Building and Ship Recycling Board (SBSRB)

- FEES

Chapter – 7: Health Compliance

- Health Compliance
- Implementation of Occupational Safety and Health Management System
- Means of Escape, in case of fire, or other dangers .
- Roadways, quays, yards and other places
- Housekeeping
- Scaffolds and ladders
- Precautions against the fall of persons and materials
- Fire Prevention and fire fighting
- Dangerous atmosphere and confined spaces
- Signs, notices and color codes
- Prevention of unauthorized entry

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CHAPTER – 8 : Penalty Provisions and miscellaneous

- Actions to be taken in the event of an accident on any yard and/or on the ship or for non-compliance of any of these regulations.
- Action against willful defaulters
- Appeal Provision
- Miscellaneous
- Amendment Provisions for the rules

Main Items of Ships and the Substances of Concern with Disposal Options

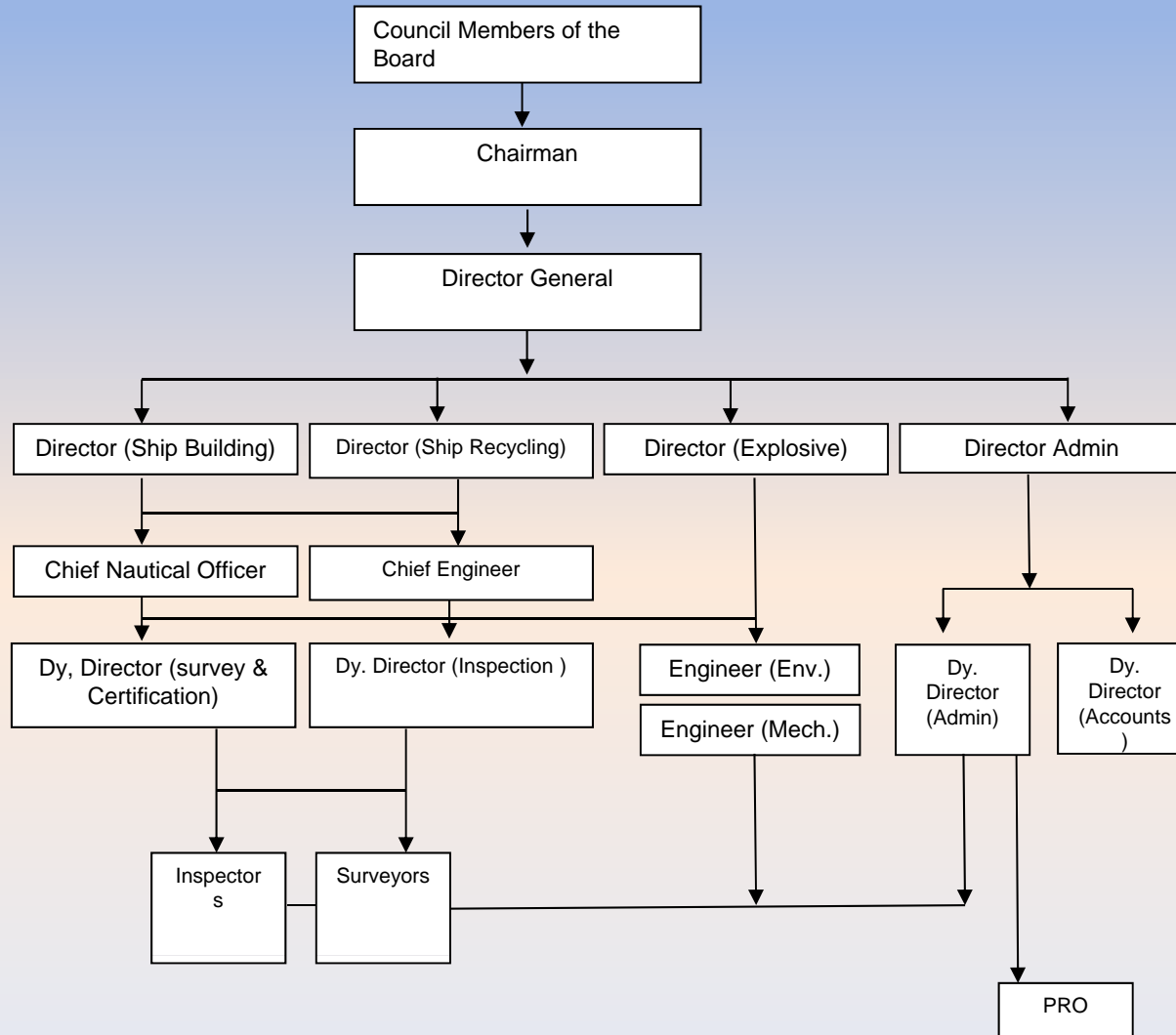
Sl. No.	Main items of ship that may contain substances of concern	Substances of concern	Appropriate Disposal Option(Reuse/Recycle/Incineration & Treatment of substances of concern to secured landfill)
1	Electric equipment e.g. transformer, batteries, accumulators	Dielectric fluids containing polychlorinated biphenyl (PCBs) Lead/electrolyte in Unusable Batteries	Incineration/Disposal in secured landfill after stabilization /solidification Recycling of lead through registered recyclers; treatment and disposal of Electrolyte
2	Air conditioners and Refrigeration machines	Residual refrigerants as Ozone Depleting Substances Evaporator dosing/ descaling acids	Recovery through authorised units Recovery or treatment and disposal through authorised units/facilities.
3	Tanks	Fuels, lubricants	Reuse, Re-refining/recycling
		Sludge Oil and grease Foreign aquatic Organisms in ballast Tank sediments	Through registered cyclers/re-finers. Recycling by registered recyclers and disposal of residue in authorized facilities Reuse; treatment and disposal of bilge water Exchange of ballast water in high seas.

4	Partition walls	Asbestos Containing Materials (ACMs), Paints containing PCBs Lead lead Broken pieces containing ACMs	Reuse Disposal in an authorized secured landfill after solidification/stabilisation. Disposal in an authorized secured landfill after solidification/stabilisation.
5	Cables	Cables containing PCBs in insulation	Reuse; disposal of waste cable insulation in an authorized secured landfill after stabilisation/solidification
6	Heat Exchangers	Asbestos insulation on Surfaces	Disposal of asbestos in an authorized secured landfill after solidification/Stabilization
7	Storage facilities for Chemicals	Residues of toxic Chemicals/reagents	Incineration/disposal in a secured landfill after treatment
8	Stored solvents and other chemicals stocks	Residues of toxic Chemicals, solvents, thinners, kerosene, white Spirit, water treatment Chemicals. Acetylene/propane/Butane/ Miscellaneous Medicines	Incineration/disposal in a secured landfill in case of water treatment chemicals after treatment/stabilisation. Incineration of unusable medicines.
9	Paint Scrap	PCBs, Tributyltin, Lead TBT	Disposal in a secured landfill
10	Sacrificial anodes	Heavy metals	Disposal in a secured landfill after pretreatment/for immobilization
11	Fire Extinguishing and fire fighting equipment	Halons, CO ₂ Cylinders	Recovery and banking for Recycling through authorised facilities Recycle/Reuse
12	Piping, valves and Fittings	Asbestos as Insulation/ Gaskets	Disposal to SLF after solidification/stabilization

13	Pumps and Compressors	Asbestos in Gaskets	Disposal to Sanitary Land Fill (SLF) after solidification/ Stabilization
14	Engines and Generators	Asbestos insulation, Residues of lubricants/ oils/coolants Anti-freeze compounds	Disposal to SLF after solidification/ Stabilization Incineration; disposal to SLF after treatment for coolants. Treatment and disposal to SLF
15	Oil sumps	Sediments	Disposal to SLF
16	Hydraulic system	Residual fluids, Anti- freeze fluids	Re-refining through registered/ Authorized units
17	Light fittings and Fixtures	PCBs	Waste material to SLF
18	Instruments	Mercury, radioactive materials including ionizing radiation based smoke detectors	Recovery by distillation; reuse of recovered mercury, and residue to SLF. Disposal as per AERB norms

Source: Preliminary Draft on The Ship Breaking and Ship Recycling Rules, 2011

Ship Building and Ship Recycling Board (SBSRB) ORGANIZATIONAL CHART



FORMAT OF THE FACILITY INFORMATION (EXAMPLE)

Name and contact information of the Facility			
Name of the Facility		*** Co., Ltd.	
Registered Address		xxx *** *** Japan	
Address of the Facility		xxx *** *** Tokyo	
Representative and communication address		President Mr. Yxxxx *****	
Number of Employee		20	
TEL	+81-xxx-xxxx	FAX	+81-xxx-xxxx
E-mail address	xxxx@xxx.xxxx.ne.jp	URL	http://www.xxxxxxx.ne.jp/xxxx/e-home.html
Working language			
Capacity of the Facility			
Maximum Capacity of the ship to be recycled		Length Breadth Width Depth	DWT GT
Type of ship to be acceptable			

Waste Management Capacity	
Asbestos	removal storage process
PCB	removal storage process
Ozone-depleting substances	removal storage process
Anti-fouling compounds and system/paints	removal storage process
Heavy Metals	removal storage process
Radioactive substances	removal storage process
Fuel oil	removal storage process
Oily water/Slop/Bilge	removal storage treatment process
Other oils	removal storage treatment process
Other hazardous materials	removal storage treatment process
	removal storage treatment process

Equipment and Facility			
Area of the Facility (m ²)	13,200	Area of pavement (m ²)	
Length of Quay (m)	180	Draft (m)	4 m
Construction of the Quay	stone masonry (partly concrete structure)		
Dock or Slipway	3,000 tons		
Heavy Lifting Machines	Jib Crane: 60 tons		
	Mobile crane: 35 tons×1, 27 tons×1		
	Hydraulic backhoe: SH400, ZX330, SK220, ZX200 With Shear, Magnet		
	Hydraulic shear: 600 tons×1		
	Weight bridge: 50 tons		

Certificate, Licence of Workers

Certificate/Licence	Name
1) Manager of Asbestos handling	Mr. Yxxxx ***** 1 person
2) Manager of PCB handling	Mr. Yxxxx ***** 1 person
3) Designated chemicals handling	None
4) Asbestos handling class	Mr. ***** *****
	Mr. ***** *****
	Mr. ***** ***** 3 persons
5) Gas cutting	Mr. ***** *****
	Mr. ***** *****
	Mr. ***** ***** 3 persons
6) Welding	Mr. ***** ***** 1 person
7) Zinc handling	Mr. ***** ***** 1 person
8) Lifting	Mr. ***** *****
	Mr. ***** *****
	Mr. ***** ***** 3 persons
9) Heavy lift machines	Mr. ***** *****
	Mr. ***** ***** 2 persons
10) Seafarer	Mr. ***** ***** 1 person
11) Diver	None
12) Removal of Hazardous Materials (Material A)	Mr. ***** ***** 2 persons
(Material B)	Mr. ***** ***** 2 persons

1

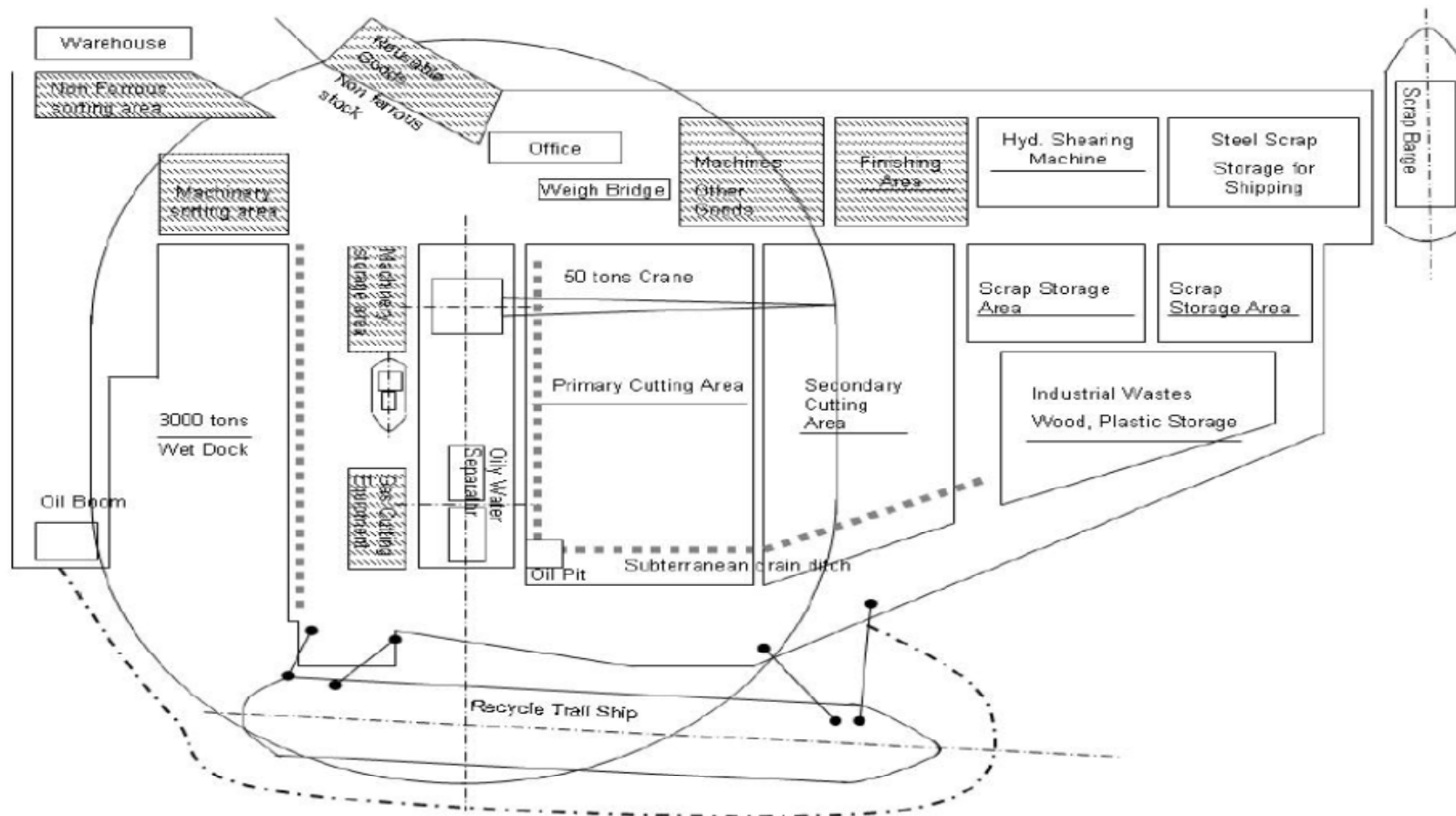
* Last lines were added in line with the guidance in 3.4.2.3, where SRFP should indicate the responsible personnel authorized to carry out the removal with the certificate number or other relevant information, in pursuant to Section 2.2 of Supplement to DASR (Appendix 5 to the Convention).

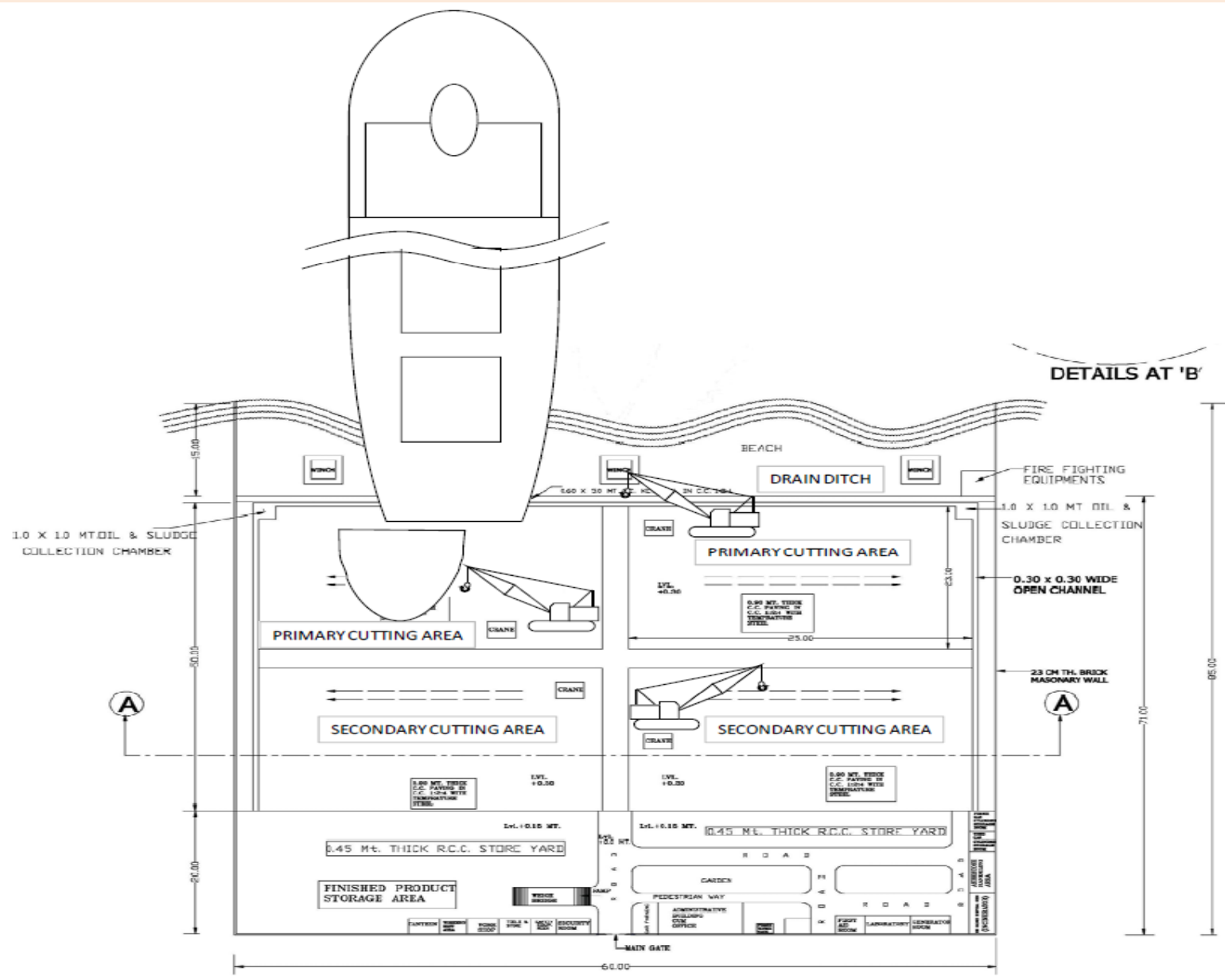
** This section on the certificates and licence of workers can be removed from an example format of facility information.

Information on Sub-contractor

Name of the sub-contractor	*** Co., Ltd.		
Registered Address	xxx *** ** Japan		
Representative and communication address	President Mr. Yxxxx *****		
Field of Services			
Licence on the Services			
Number of Employees			
TEL	+81-xxx-xxxx	FAX	+81-xxx-xxxx
E-mail address	xxxx@xxx.xxxx.ne.jp	URL	http://www.xxxxxxx.ne.jp/xxxx/e-home.html

Location Map Yard Plan (an example)





Paper cutting and Picture Presentation

SC's firm no to toxic ship

Directs ship-breakers to submit safety certificates before import

STAFF CORRESPONDENT

The Supreme Court (SC) yesterday directed the Bangladesh Ship Breakers' Association (BSBA) to execute the High Court order of decontaminating all scrap ships at source and outside Bangladesh territory.

A full bench of the SC passed the order during hearing of an appeal filed by BSBA seeking a stay on the HC order. The BSBA sought to import toxic ships within the interim period until the government formulates guidelines for the ship-breaking yards.

The HC division in its order on May 11 directed BSBA to have pre-cleaning certificate of decontamination before importing vessels into Bangladesh for breaking purposes.

"The order means the ship breakers would not be able to import toxic ships," said Syeda Rizwana Hasan, chief executive of the Bangladesh Environmental Lawyers' Association (BELA).

A full bench of the Appellate Division headed by Chief Justice Mohammad Fazlul Karim observed that value of life (of ship-breaking labours) could not be justified by money in any manner.

The SC observation came as the BSBA counsels were arguing ships cannot be imported for breaking due to the HC order and the ship-breaking industry is facing loss and labours are being unemployed.

Earlier on March 17, 2009, the HC asked the

SEE PAGE 15 COL 4

have minimum facilities.

With blessings from the MoEF the ship breakers continued importing dirty ships that eventually had to stop by virtue of the order of May 11, 2010.

The BELA filed a petition with the HC in November last year seeking directive for stopping import of ships for breaking without pre-cleaning and environmental certificates from exporting countries.

Following the petition, the HC bench of Justice Md Imman Ali and Justice Obaidul Hasan on May 11 ruled that no ship could be imported without pre-cleaning and environmental certificates.

The directives also added that the Department of Shipping could issue NOCs to those ships only seeing such certificates and compliance of other legal obligations, and the ship exporters have to ensure that their ships are no hazardous.

Following a petition filed by BSBA on March 24, 2009, the SC stayed the HC verdict of March 17, 2009 on closure of the ship-breaking yards upholding other parts of the verdict.

The SC yesterday also adjourned hearing of the appeal of BSBA against the HC verdict of March 17, 2009.

Barrister Azmalul Hossain, advocate AFM Mesbahuddin, advocate Anisul Huq and Additional Attorney General MK Rahman appeared for BSBA, while advocate Syed Amirul Islam advocate AM Amin Uddin and advocate Syeda Rizwana Hasan were present for BELA.

POLLUTION

3 more ship breaking yards sued in Ctg

STAFF CORRESPONDENT, Ctg

The Department of Environment (DoE) here yesterday sued three more

ship-breaking yards for polluting environment and not responding to its notices of clearance.

With this, seven ship-breaking yards have been sued within two weeks.

The DoE investigator Saiful Ashrab filed the cases with Sitakunda Police Station and the Environment Court.

The yards are Rahman Ship Yard and Mahin Enterprise (Ship-yard) at Modhyam Sonaichhari and Ambia Ship-breakers Private Limited at Madam Bibirhat in Sitakunda upazila.

SC's firm

FROM PAGE 1

government to shut down ship-breaking yards in two weeks if they do not take environment clearance certificates.

The court also directed the government not to allow import of any contaminated ships built with toxic substances and ordered all ship-breaking yards to obtain environment clearance certificate from the government.

However, at least 24 workers were killed, mostly due to explosions and coming in contact with toxic materials, while 24 others were maimed in 15 accidents in 15 shipyards as the HC order was not obeyed in last 16 months.

The apex court also ordered the association to comply with the HC order that had said the Department of Shipping could issue no objection certificates (NOCs) for scrap ships. But the NOCs must be issued after seeing certificates of proper authorities stating about decontamination of ships and guarantee of ship exporters saying those are not hazardous.

The Appellate Division adjourned hearing on the appeal by BSBA for four months and asked the association to move their appeal before it after implementing the HC order, advocate Iqbal Kabir Lytton of BELA told The Daily Star.

Following the court's order for taking pre-cleaning certificates from the exporters, the Ministry of Commerce amended the Import Policy Order, 2009-12 to comply with it.

This amendment was changed on request from the Ministry of Environment and Forest (MoEF) that purported to allow ships to enter Bangladesh with in-built, poisonous and cancerous substances for safe disposal, of which Bangladesh does not

Pollution

FROM PAGE 1

The DoE investigator in the cases alleged that the authorities of the ship-breaking yards didn't respond to the repeated DoE notices that asked them to collect environmental clearance after ensuring protective measures against pollution.

The yards have been developed without environmental clearance or required protective measures and facilities for removing liquid and solid hazardous waste during cleaning and dismantling the ships, Saiful also alleged in the cases.

Saiful told The Daily Star that the cases have been filed against nine high officials of

Daily Star 23/8/10

COMMENT TO

May 3, 2010 Daily Star

পূর্বকোণ

শিপ কাটিংয়ে কতিপয় শর্ত আদালতের

ক্রয়প জাহাজ আমদানিতে বাধা নেই



সীতাকুণ্ডের বারআউলিয়া সিকো স্টিল শিপ ব্রেকিং ইয়ার্ডে কর্মরত শ্রমিক ও ক্রয়প জাহাজের অংশ - পূর্বকোণ

সৌমিত্র চক্রবর্তী, সীতাকুণ্ড : সীতাকুণ্ড জাহাজ ভাঙ্গা শিল্পে ক্রয়প জাহাজ আমদানিতে আর কোন বাধা নেই। গতকাল (সোমবার) হাইকোর্ট শিপ কাটিংয়ে কিছু শর্তারোপ করে আবার ক্রয়প জাহাজ আমদানি উন্মুক্ত করে দিলে জাহাজ আমদানি নিয়ে টানা তিন মাস ধরে চলতে থাকা সকল

দুই মাসের মধ্যে জাহাজ ভাঙার বিধিমালা চূড়ান্ত করার নির্দেশ

ক্রয়প জাহাজ আমদানির অনুমতি দিয়েছে হাইকোর্ট। সেইসঙ্গে দুই মাসের মধ্যে জাহাজ ভাঙার বিধিমালা চূড়ান্ত করারও নির্দেশ দেওয়া হয়। সোমবার বিচারপতি এএইচএম শামসুদ্দিন চৌধুরী ও বিচারপতি শেখ মো. জাকির হোসেনের বেঞ্চ এই আদেশ দেয়। জাহাজ ভাঙার বিষয়ে প্রয়োজনীয় নির্দেশনা

● ৯ম পৃঃ ১ম কঃ

অনিশ্চয়তার অবসান হয়েছে। এতে ষা' নেমে এসেছে শতাধিক শিপইয়ার্ড ও দেশে নির্মাণ শিল্প সংশ্লিষ্ট অসংখ্য প্রতিষ্ঠানে।

সংশ্লিষ্ট সূত্রে জানা যায়, সীতাকুণ্ডে ক্রয়প জাহাজ আমদানি বন্ধের নির্দেশ চেয়ে পরিবেশ আইনবিদ সমিতির (বেলা) আবেদনের প্রেক্ষিতে গত ১৫ ডিসেম্বর হাইকোর্টের বিচারপতি এএইচএম শামসুদ্দিন চৌধুরী ও মোঃ জাকির হোসেনের যৌথ বেঞ্চ এক আদেশে জাহাজ ভাঙ্গা শিল্পে বিধিমালা প্রণয়ন না হওয়া পর্যন্ত দেশে সর্বকম ক্রয়প জাহাজ আমদানি নিষিদ্ধ করে। সেই থেকে প্রায় ৩ মাস ধরে পৃথিবীর সর্ববৃহৎ ও দেশে একমাত্র জাহাজ ভাঙ্গা শিল্প সীতাকুণ্ডে শিপব্রেকিং ইয়ার্ডগুলোতে ক্রয়প জাহাজ আমদানি সম্পূর্ণরূপে বন্ধ থাকে। এতে মারাত্মক নেতিবাচক প্রভাব পড়তে থাকে দেশের লৌহ ও নির্মাণ শিল্পে। ফলে বাংলাদেশ শিপব্রেকার্স এসোসিয়েশন (বিএসবিএ) এই আদেশ পুনঃস্বাক্ষরিত আবেদন করে। গত তিন মাস ধরে এ বিষয়ে পুনঃস্বাক্ষরিত আবেদন থাকে। অন্যদিকে সুনামি কার্যক্রম চলতে

● ৯ম পৃঃ ৭ম কঃ

দুই মাসের মধ্যে জাহাজ

● ১ম পৃষ্ঠার পর চেয়ে শিপ ব্রেকার্স অ্যাসোসিয়েশনের এক আবেদনে আদালত জাহাজ ভাঙার অনুমতি দিলেও বেশ কিছু শর্ত জুড়ে দিয়েছে।-বিডিনিউজ

আদালত বলেছে, জাহাজ ভাঙার জন্য প্রয়োজনীয় সব যন্ত্রপাতি নিয়ে আসতে হবে। শ্রমিকদের আড়াই মাসের প্রশিক্ষণ প্রদানের পাশাপাশি নিরাপদে কাজের প্রয়োজনীয় উপকরণ সরবরাহ করতে হবে। প্রশিক্ষণের মধ্যে ১৫ দিন তত্ত্বীয় এবং বাকী দুই মাস ব্যবহারিক। শিপ ব্রেকার্স অ্যাসোসিয়েশনকে ওই প্রশিক্ষণের ব্যয় বহন করতে বলা হয়।

এছাড়াও ১৮ বছরের কম বয়সী কাউকে শ্রমিক হিসেবে নিয়োগ দেওয়া যাবে না বলেও আদালত নির্দেশ দিয়েছে। নিরাপদে বর্জ্য ধ্বংসের জন্য আদালত শিপ ব্রেকার্সদের ল্যান্ড ফিল্ড সাইট করতে বলেছে।

আদেশে আরো বলা হয়, জাহাজ ভাঙার কাজ তদারক করে প্রতিটি শিপ ব্রেকিং ইয়ার্ডে একজন করে মেরিন প্রকৌশলী নিয়োগ করতে হবে। এ খাতে নিয়োজিত

শ্রমিকদের তালিকা প্রস্তুত করে এর কপি প্রথম মন্ত্রণালয়, পরিবেশ অধিদপ্তরের লেবার ইন্সপেক্টরকে প্রদান করতে বলা হয়েছে।

শিপ ব্রেকার্স অ্যাসোসিয়েশনের পক্ষে ওনানি করেন ব্যারিস্টার রোকনউদ্দিন মাহমুদ ও এডভোকেট আনিসুল হক। বাংলাদেশ পরিবেশ আইনজীবী সমিতির পক্ষে সৈয়দা রিজওয়ানা হাসান ওনানিতে অংশ নেন।

গত ১৯ জানুয়ারি হাইকোর্ট এক স্বপ্রণোদিত আদেশে পরবর্তী নির্দেশ না দেওয়া পর্যন্ত জাহাজ ভাঙার উপর নিষেধাজ্ঞা আরোপ করে।

১৮ জানুয়ারি ম্যাক কর্পোরেশন নামে একটি শিপইয়ার্ডে দুইটনায় চার শ্রমিক নিহত হয়। এ ঘটনা নিয়ে একটি জাতীয় দৈনিকে ১৯ জানুয়ারি প্রকাশিত প্রতিবেদন আদালতের নজরে আনলে ওই নিষেধাজ্ঞা জারি করে আদালত।

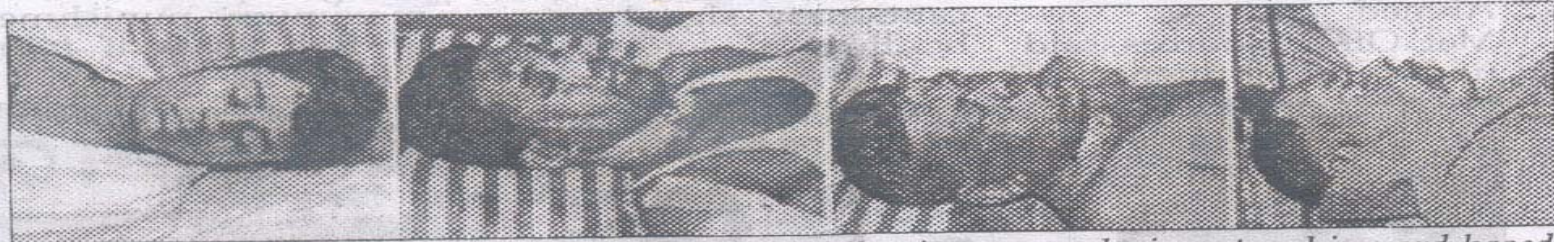
এর আগে গত ১৫ ডিসেম্বর অপর এক আদেশে উচ্চ আদালত বিধিমালা প্রণীত না হওয়া পর্যন্ত ক্রয়প জাহাজ আমদানির উপরও নিষেধাজ্ঞা আরোপ করেছিল।

ক্রয়প জাহাজ আমদানিতে বাধা নেই

পৃষ্ঠার পর দেশের সচল শতাধিক শিপইয়ার্ডের মধ্যে প্রায় ৮৫টি ইয়ার্ডই জাহাজ শূণ্য হয়ে পড়ে। আর এ সুযোগে যে কয়েকটি ইয়ার্ডে জাহাজ মজুদ ছিলো তারা সিডিকেট করে ক্রয়প লোহা ও রডের দাম বৃদ্ধি করে আস্থাল ফুলে কলাগাছ হয়ে যায়। এতে লৌহ ও রডের কাচামাল সংকট প্রকট হয়ে দেশের প্রায় অর্ধেক রি-রোলিং মিল বন্ধ হয়ে যায়। ফলে হ হ করে বাড়তে থাকে লৌহ, রডসহ ক্রয়প জাহাজ থেকে পাওয়া অসংখ্য প্রকার দ্রব্যের দাম।

গত ৩ মাসে ৪০ ও ৬০ গ্রেডের রডের দাম টন প্রতি ১০ থেকে ১৫ হাজার টাকা পর্যন্ত বৃদ্ধি পেয়ে নির্মাণ শিল্পে বিপর্যয় নেমেছে। বহু আবাসন প্রকল্পের কাজ বন্ধ হয়ে যায়। আর ইয়ার্ডগুলোতে কাজ কর্ম না থাকায় হাজার হাজার শ্রমিক কর্মহীন হয়ে পড়ে। এক শিপইয়ার্ড মালিক শিল্পপতি মোঃ কামাল উদ্দীন আহমেদ জানান, ১৫ ডিসেম্বর আদালত জাহাজ আমদানি নিষিদ্ধ করলে টানা তিন মাস ইয়ার্ডে কোন জাহাজ আসেনি। তবে এই শিল্পে অস্থিরতা শুরু হয়েছিলো গত বছরের মে মাস থেকে। সেসময় পরিবেশের ছাড়পত্র সংক্রান্ত জটিলতায় টানা ৬ মাস ইয়ার্ডে কোন জাহাজ আমদানি হয়নি। পরে ছাড়পত্র গ্রহণ করে মাত্র একমাসে ২৬টি জাহাজ অ্যাবার পর পুনরায় বিধিমালা না হওয়া পর্যন্ত জাহাজ আমদানি নিষিদ্ধ হয়। যার অর্ধ মধ্যখানের এক মাস ব্যতীত প্রায় ৯ মাস ধরে ক্রয়প জাহাজ আমদানি বন্ধ রয়েছে। এদিকে ইয়ার্ডে পুনরায় জাহাজ আমদানির অনুমতি পেতে বিএসবিএর আবেদনের প্রেক্ষিতে গত তিন মাস ধরে পুনঃস্বাক্ষরিত

হলে ৫ কার্যদিবসেও এ বিষয়ে কোন ইতিবাচক আদেশ পাওয়া যায়নি। একপর্যায়ে শিপব্রেকার্সদের পাশাপাশি প্রত্যক্ষ ও পরোক্ষভাবে এ শিল্পের সাথে জড়িত লাখ লাখ মানুষ যখন এ শিল্পের অবিসংখ্য নিয়ে উদ্বেগ হয়ে উঠেন তেমনি সময়ে গতকাল (সোমবার) হাইকোর্টের বিচারপতি এএইচএম শামসুদ্দিন চৌধুরী ও মোঃ জাকির হোসেনের যৌথ বেঞ্চ জাহাজ আমদানির অনুমতি দেয়। তবে এ বেঞ্চ শিপকাটিংয়ের বেঞ্চে কিছু শর্ত আরোপ করে। এদিন বিএসবিএর পক্ষে আইনজীবী ছিলেন ব্যারিস্টার রোকন উদ্দীন ও এডভোকেট মিজানুল হক। বেচার পক্ষে আইনজীবী ছিলেন এডভোকেট সৈয়দা রেজওয়ানা হাসান ও এডভোকেট ইকবাল কর্ণার। এছাড়া সরকার পক্ষে আইনজীবী ছিলেন অতিরিক্ত এটর্নী জেনারেল মুরাদ বেজা। অন্যদিকে আদালত শিপকাটিংয়ে শর্তারোপ করলেও জাহাজ আমদানির অনুমতি প্রদানের খবর হুড়িয়ে পড়ার পর সমগ্র শিপইয়ার্ড ও রি-রোলিং মিলসহ সংশ্লিষ্ট বহু শিল্প এলাকায় স্বস্তির নিঃশ্বাস নেমে আসে। জাহাজ আমদানি শুরু হলে খুব শীঘ্রই লোহা ও রডের বাজার স্বাভাবিক হয়ে আসার পাশাপাশি কর্মহীন অসংখ্য শ্রমিক পুনরায় কাজ ফিরে পাবে বলে জাহাজ ভাঙ্গা শিল্প শ্রমিক সমন্বয় সমিতির সভাপতি কে.এম. শহীদুল্লাহ অতিমত প্রকাশ করেন। আর এ বিষয়ে বাংলাদেশ শিপব্রেকার্স এসোসিয়েশনের সভাপতি মোঃ হেফাজেজ্জ্বর রহমান বলেন, জাহাজ আমদানির অনুমতি তারা পেয়েছেন। তবে কাটিংয়ে কিছু শর্ত দেওয়া হয়েছে। কিন্তু কী কী শর্তারোপ করা হয়েছে তা সকল কাপজপত্র না পাওয়া পর্যন্ত তিনি বলতে পারছেন না।



4 workers with burst-injury on their persons following an explosion at a ship yard based at Bhatiary under Sitakunda Thana yesterday are now under treatment at Chittagong Medical College Hospital. Photo: People's View

Ship-breaking yard fire injures 4

P View desk

Four workers of a ship-breaking yard sustained burn injuries when a fire broke out in an oil tank of a scrapped ship at Bara Awlia in Sitakunda upazila of Chittagong on Monday.

The injured were identified as Kafil, 20, Alim, 20, Liton, 20 and Kamal, 30, reports our staff correspondent in Chittagong.

13/07/10

The fire broke out when the workers of Sultana Ship-breaking Yard, owned by one Adnan Hossain, were cutting the oil-tank around 11:30am, said officer-in-charge Noor Mohammad of Sitakunda Police Station. The injured were admitted to the Burn Unit of Chittagong Medical College Hospital (CMCH), he said.

শিল্প মন্ত্রণালয়ের ৩ সদস্যের তদন্ত কমিটির চোখে ধরা পড়ল বহু অনিয়ম সীতাকুণ্ড শিপইয়ার্ডে ৪ শ্রমিকের মৃত্যুর জন্য কর্তৃপক্ষের গাফিলতিই দায়ী

নিজস্ব সংবাদদাতা, সীতাকুণ্ড : সীতাকুণ্ডের জিরি সুবেদার রি-রোলিং স্টিল শিপব্রেকিং ইয়ার্ডে গত ১৬ সেপ্টেম্বর দুর্ঘটনায় ৪ শ্রমিক নিহত ও ৬ শ্রমিক আহতের ঘটনায় মালিক পক্ষের গাফিলতি ও অনিয়মই দায়ী বলে প্রাথমিকভাবে মনে করছে এ সংক্রান্ত শিল্প মন্ত্রণালয়ের তিন সদস্যের তদন্ত কমিটি। গতকাল (শনিবার) সকাল ১০টায় কমিটির সদস্য শিল্প মন্ত্রণালয়ের সচিব খোরশেদ আলম, উপ-সচিব জিয়াউর রহমান খান ও উপ-সচিব মো. হারুনুর রশিদ দুর্ঘটনাস্থল সীতাকুণ্ডের ● ৯ম পৃষ্ঠা ১ম কঃ



সীতাকুণ্ডে জিরি সুবেদার শিপ ইয়ার্ডের অফিস কক্ষে তদন্ত কমিটির সদস্যরা নথিপত্র তদন্ত করছেন-পূর্বকোণ

মালিকবিহীন রহস্যজনক জাহাজ সীতাকুণ্ড উপকূলে

সৌমিত্র চক্রবর্তী, সীতাকুণ্ড : আনুমানিক এক মাস আগে জাহাজটি শিপব্রেকিং ইয়ার্ডে আনা হয়েছে। সেই থেকে এ ইয়ার্ডের কর্মকর্তা-কর্মচারীসহ আরো কিছু লোক জাহাজটির তত্ত্বাবধানও করছেন। অথচ জাহাজটি কার, তা তারা জানে না! ফলে জাহাজটি নিয়ে রহস্য দানা বাঁধছে। স্থানীয় সূত্র জানায়, উপজেলার কদমরসুল সাগর পাড়ে অবস্থিত মো. হুমায়ন কবিরের মালিকানাধীন আহম্মদ মোস্তফা শিপব্রেকিং ইয়ার্ডে প্রায় মাসখানেক আগে আনা হয় সুইফ ক্রো নামক পানামার পতাকাবাহী জাহাজটি। ১৮৪ মিটার লম্বা এই জাহাজটির ওজন আনুমানিক ২০হাজার গ্রস টন। জাহাজটি আমদানির পর থেকে ইয়ার্ড কর্তৃপক্ষ এর রক্ষণাবেক্ষণ করছেন। এমনকি ইতিমধ্যে জাহাজটি থেকে কিছু কিছু মালপত্র ইয়ার্ডে নামিয়ে আনা হচ্ছে বলে শোনা গেছে। অনুসন্ধান জানা যায়, জাহাজ আমদানিকারক প্রতিষ্ঠান ব্রাদার্স শিপিং এজেন্ট নামক একটি প্রতিষ্ঠান পণ্যবাহী এই ● ৯ম পৃষ্ঠা ১ম কঃ



সীতাকুণ্ডের কদমরসুল আহমদ মোস্তফা শিপ ব্রেকিং ইয়ার্ডে মেরামতের জন্য নিয়ে আসা হয় সুইফট নামক পানামার জাহাজটি।--পূর্বকোণ

New scrap shipyards near Sundarbans

Govt eyes Baleshwar river bank in Barguna; environmentalists decry

MORSHED ALI KHAN

Although Sitakunda ship breaking yards in Chittagong continue to wreak havoc on the environment, the government nonetheless plans to allow new yards on the bank of the Baleshwar river in Patharghata upazila under Barguna district.

A team of top officials from different departments, led by the additional secretary of the industries ministry, recently visited the

area and initially earmarked 52 acres of land for setting up new ship breaking yards --- an industry categorised red by the Department of Environment, implying its highly hazardous nature.

"It is the prime minister's wish to set up the industry there and we have started the groundwork," said ABM Khorshed, additional secretary of the Ministry of Industries. "We have found the area suitable for ship breaking.



and we are preparing a report which will be sent to the Prime Minister's Office within a week or two," he added.

Khorshed said they will have to collect local maps and check the depth of the Baleshwar river at the confluence with the Bay of Bengal.

The five-member team that visited the area included the chief engineer of Directorate of Shipping, managing director of Chittagong Dry Dock, director technical of Steel & Engineering Corporation, and a representative of Bangladesh Ship Breakers Association.

Ship breaking yards in Sitakunda continue to operate unregulated, and in the most rudimentary way. Every end-of-life ship is 25 to 30 years old, and has highly hazardous substances such as asbestos, PCB, PVC, and lubricants.

Sitakunda ship breaking yards have heavily polluted the land, air, and the Bay in which fish species have been wiped out.

Hundreds of people working in the yards, almost totally unprotected without any safety gear, are exposed to toxins and fatal accidents.

Rizwana Hasan of Bangladesh Environmental Lawyers Association criticised the plan saying, "When the government has failed to regulate the existing ship breaking industries in Sitakunda, the expansion of this industry in another ecologically sensitive coastal area by the Sundarbans is totally unacceptable."

"Does the government want to pollute the coastal eco-system and destroy the coastal forests? Have they not

learnt from the polluted beaches, disappearing mangroves, and heavily contaminated land and water of Sitakunda?" she asked.

Ronald Halder, a bird specialist and nature conservationist, said the Baleshwar river is the primary fishing zone for thousands of people in the area, and the largest in the country, and jeopardising the river will be a disaster for millions.

"Moreover the Sundarbans is near. Such a hazardous industry will threaten the entire ecosystem there," he added.

Bangladesh, India, Pakistan, and China are the top scrap ship importers of the world.

Due to a lack of regulations, Bangladesh has become an international scrap ship dumping ground.

If scrap ships continue to arrive at the current rate the country within the next 20 years will be left with 79,000 tons of asbestos, and 2,70,000 tons of polychlorinated biphenyl, both of which are non-recyclable hazardous wastes.

Toxic ship told to stay afar



Environment dept to decide its fate after inspection

MORSHED ALI KHAN

Chinese toxic ship MV Asia Union arrived in Chittagong early Monday for dismantling and has been asked to stay off the port as it is imported illegally.

Department of Shipping has not issued any NOC (no objection certificate) in favour of the ship, said Jobair Ahmed, director general of the department.

The vessel has to return because its importer never applied for an NOC prior to importing as required by the law of the

land, noted the DG. "The initial steps for importing a scrap vessel are obtaining an NOC, opening a letter of credit and applying for an environmental certificate. As regards Asia Union, nothing has been done to import it legally."

Formerly known as MV Humber and MV Cast Otter, Asia Union was detected with at least "79 deficiencies since 2010" at different ports. It reportedly possesses hazardous substances including asbestos,

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The Daily Star

DHAKA WEDNESDAY SEPTEMBER 21, 2011

Toxic ship told to stay afar

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polychlorinated biphenyl, toxic paints and chemical residues, which have adverse effects on humans, wildlife and the environment.

As soon as Asia Union reported its arrival at 3:30am day before yesterday, the port authority ordered it out of the port area, which is 5.5 nautical miles from Patenga point, Deputy Conservator of Chittagong port Captain Nazmul Alam told The Daily Star.

"A committee comprised of experts from the Department of Environment [DoE] and other organisations will inspect the ship. It will only be allowed for dismantling here if the inspectors issue an environmental clearance certificate," he added.

According to Coast Guard sources, the ship is now anchored 5.4 nautical miles off Patenga point.

Sources in the ship-breaking industry said most of the importers do not bother to comply with the law because they somehow manage the custodians of the law.

"The Daily Star in its report on Friday blew the whistle on the toxic ship and our officials don't want to allow dismantling it," mentioned a top official of Mercantile Marine Department in Chittagong.

Manager (operations) Khairul Wara of the importer Cosco Shipping said they have asked the DoE to inspect the ship and issue an environmental clearance certificate. Cosco Shipping is a subsid-

ary of the Beijing based China Ocean Shipping (Group) Company.

Khairul claimed the Asia Union is quite safe. He complained that a vested group is trying to influence the DoE.

International maritime watchdog issued warning prior to its arrival in Bangladesh. The DoE office in Chittagong alerted the port authority and the Coast Guard about the hazardous ship and urged them not to allow it entry to the country for dismantling, said Tajminur Rahman, senior assistant director of DoE.

Bangladesh Environmental Lawyers Association (Bela) in letters to the DoE, Mercantile Marine Department and Chittagong Customs yesterday also warned them

about the ship's arrival.

Bela said Indian ship-breakers rejected dismantling the ship for having dangerous substances. It urged the offices concerned not to issue any NOC or environmental clearance for Asia Union.

India, China, Pakistan and Bangladesh are the leading ship-breaking countries in Asia. In the international ship-breaking business Bangladesh is considered a dumping ground for toxic ships due to lack of laws.

The authorities have granted permission to dismantle more than 100 ships in ship-breaking yards in Sitakundu since the High Court on March 7 conditionally relaxed restrictions on purchase of ships for dismantling.

Shipbreaking to go green as policy underway

The Daily Star
DHAKA SATURDAY AUGUST 13, 2011

UNB, Dhaka

Shipbreaking industry of Bangladesh that is growing fast will soon go green and workers-friendly, as the government is en route to make a policy to protect the environment and offer better benefits to the labourers, said Industries Minister Dilip Barua.

Experience and ideas gained from different shipbreaking nations like China and India are actively being considered in formulating rules and regulations for shipbreaking, he said.

"We're moving in the right direction. Just wait and see. Bangladesh's shipbreaking industry will soon be recognised as a global example for its environment-friendly growth and expansion," Dilip Barua told the news agency.

The minister, after visiting three shipbreaking yards in China, said, "Experience gained from China will help us formulate rules and regulations for the shipbreaking industry".

He said certain quarters are raising questions hindering the growth of the

sector in the name of environmental stewardship, but such doubts will disappear in the next two years.

The environmentalists fear that the shipbreaking industry's unregulated and random growth might lead to serious environmental degradation and health hazards.

There are also allegations that the shipbreakers often "violate the environment law" by dumping hazardous chemicals and other materials on the sea beach, rather callously.

Dilip Barua, however, said, "This fear and doubt would disappear".

"We'll take a pragmatic as well as an environment- and workers-friendly policy to ensure the sector's sustainability, which is a must for the country's economic development".

The minister hoped the industry will turn into a global leader "within the next five years" and act as a key driver for economic growth.

Hefazatur Rahman, president of Bangladesh Shipbreakers' Association, said they would follow the rules and regulations

if those are designed on the basis of Bangladesh's context.

The stakeholders said they would take it as a serious job to make sure that least damage is done to the environment and better deals are offered to the shipbreaking workers.

The government has already prepared a draft rule titled "Shipbreaking and Hazardous Waste Management Rules, 2010" that has been posted on the official website of the Ministry of Environment and Forests, inviting public opinion on it.

The shipbreaking industry, developing on the seashore in Chittagong, is the main source of bulk of the raw materials used by some 500 private sector re-rolling mills and nearly 50 steel mills for producing mild steel rods, bars, and angles at affordable prices.

The growing demand for steel products in the country has encouraged a good number of private sector people to engage in the industry that proved to be very rewarding in terms of profit and employment generation.

The Daily Star
DHAKA TUESDAY OCTOBER 18, 2011

DEATH OF FOUR Ship-breaking yard in Ctg fined, sued

Probe begins

OUR CORRESPONDENT

A day after the death of four workers from toxic gas at the Jiri Subedar Steel Re-rolling Mills of Sitakunda, the Department of Environment (DoE) yesterday fined it Tk 25 lakh for not having proper safety measures in its ship-breaking yard.

Local police the same day filed a case against four of its officials, including its owner Lokman Hakim, under the penal code. Others accused in the case, lodged by Sub-inspector Aminul Islam, are its Director Abu Sayed, shift-in-charge Md Lokman and foreman Altaf Hossain.

Meanwhile, the government yesterday formed a three-member

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Ship-breaking

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investigation committee, headed by additional secretary of the industries ministry ABM Khorshed Alam, to look into the matter.

The probe body has two representatives -- from Bangladesh Marine Academy and Bureau Veritas -- and is given seven days to submit a report.

The four labourers died and two others fell sick while dismantling scrap ship MV Bharata Bhum at the yard, adjacent to the mill, in Sonaichhari area of Sitakunda on Sunday.

A DoE team led by Director (Chittagong) Zafar Alam ordered the fines for cutting the old ship without permission from the government body, releasing toxic gas and not having precautionary measures in place, a DoE press release says.

The team found that the scrap ship had 61 cylinders, containing carbon dioxide gas, kept in its store-room carelessly. The statement also said the workers died as toxic gas was realising when they were working in the ship.

Ship-breaking yards in the coastal region have been conducting operations without adequate safeguards for years, disregarding repeated accidents and Supreme Court directives to ensure security of the workers' lives.

Ship-breaking worker killed in accident

STAFF CORRESPONDENT, Ctg

A worker was killed when a huge iron plate fell on him at a ship-breaking yard in Sitakunda upazila of Chittagong yesterday.

The accident occurred when Eskandar, 26, along with other workers was dismantling a ship at

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Ship-breaking

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Fortune Ship-Breaking Yard. He was rushed to Chittagong Medical College Hospital where he succumbed to his injuries around 5:00am, said Jahid Iqbal, director of the ship-breaking yard.

With this, eight people have so far died in five separate accidents in four ship-breaking yards this year.

Four workers were killed at Mak Corporation Ship-Breaking Yard on January 18, one at Mahin Enterprise Ship-Breaking Yard on March 15, one at Fortune Ship-Breaking Yard on September 17 and one at Peninsula Super Ship Yard on August 20.

1 more death at Ctg ship breaking yard

STAFF CORRESPONDENT, Ctg

A worker was killed and two others were injured when a large iron-plate fell on them during a welding work at a ship-breaking yard in

Sitakunda upazila of Chittagong yesterday.

The deceased is Md Farid, 22, son of Maji Rahman, of Kazipur in Sirajganj while the injured are Alam, 20, and Saiful, 22.

The accident happened at about 9:30am when

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1 more death

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they were welding the iron-plate from a platform beside a ship, said Rakibuddowla Chowdhury, manager of SRS Ship Breaking Yard.

At one stage of their work, the joint of the plate got loose and the plate fell on Farid, killing him on the spot. Alam and Saiful got injured after they jumped from the platform and landed in a muddy area in a bid to save themselves from the falling plate, he said.

The injured were given primary treatment, he added.

Aminul Islam, sub-inspector of Sitakunda Police Station, said they sent the body to Chittagong Medical College Hospital morgue for an autopsy.

With yesterday's accident, nine workers have so far died in six separate accidents in five ship breaking yards this year.

Four were killed at Mak Corporation Ship Breaking Yard on January 18, one at Mahin Enterprise Ship Breaking Yard on March 15, one at Jamuna Ship Breaking Yard on August 14, one at Peninsula Super Ship Yard on August 20 and one at Fortune Ship Breaking

Chinese toxic ship finally leaves Ctg

SPECIAL CORRESPONDENT

The illegally imported Chinese toxic ship MV Asia Union, which was asked to stay off the Chittagong port on its arrival on Monday, has finally left the Bangladesh waters.

Tajminur Rahman, senior assistant director of the Department of Environment, confirmed the departure of the ship

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Toxic ship

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imported by Cosco Shipping, a subsidiary of Beijing-based China Ocean Shipping Company. The company did not obtain the No Objection Certificate from the authorities.

Formerly known as MV Humber and MV Cast Otter, the Asia Union was detected with at least 79 "deficiencies" since 2010 at different ports. It reportedly contains hazardous substances including asbestos, polychlorinated biphenyl, toxic paints and chemical residues that have adverse effects on humans, wildlife and the environment.

The Daily Star on Friday reported the imminent arrival of the ship, whose movement is monitored by international maritime watchdogs.

As soon as the ship reported its arrival at 3:30am on Monday, the port authorities ordered it to stay out of the port, which is 5.5 nautical miles (nearly 10km) from Patenga, Captain Nazmul Alam, deputy conservator of Chittagong port, told The Daily Star.

Sources in the ship breaking industry said most of the importers do not comply with the law because they can manage the authorities.

India, China, Pakistan and Bangladesh are the leading ship breaking countries in Asia. Bangladesh is considered a dumping ground for toxic ships for its lax laws.

The authorities granted dismantling more than 100 ships in ship breaking yards in Sitakunda since the High Court on March 7 conditionally relaxed restrictions on

Ship-breaking policy next month: Barua

UNB, Dhaka

Industries Minister Dilip Barua yesterday said the government would finalise the ship-breaking and ship-recycling policy next month, which will help the sector grow and also protect the environment.

"The policy is aimed at ensuring environment-friendly green ship-breaking and ship-recycling industry in the country," he said at a seminar at the Buet auditorium in the city.

The seminar titled 'Ship Recycling: Bangladesh Perspective' was arranged by Buet Naval Architect and Marine Engineering Department in cooperation with Ananda Shipyard Ltd.

Ananda Shipyard Chairman Dr Abdullah Bari presented the keynote paper at the seminar, chaired by Prof Dr M Masud Karim of Buet Naval Architect and Marine Engineering Department.

Vice Chancellor Prof Dr SM Nazrul Islam, Pro-Vice Chancellor Dr M Habibur Rahman and head of Mechanical Engineering Department Prof Dr M Sadikul Bari also spoke at the seminar.

Dilip Barua in his speech as the chief guest said the government is utilising the experience of different ship-breaking nations including China in finalising the policy. "The government is committed to environment-friendly and science-based ship-recycling in the country."

Other speakers in the seminar laid emphasis on building 'pre-cleaning infrastructure' at the public level for ensuring environment-friendly ship-recycling in the country.

Currently, around 80 percent of old ships are being

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HC asks for ensuring safety

FROM PAGE 20

certificate are being met and the condition of the country's ship-breaking yards is safe for workers.

The bench ordered the Department of Explosives to submit the gas-free certificates it issued in favour of four ship-breaking yards, where the eight died between September 17 and October 16.

The companies are Fortune Shipyard, SRS Shipyard, RK Shipyard and Jiri Subedar Shipyard.

The court directed the director (enforcement) of the Department of Environment to file a report identifying the causes behind the recent explosions.

It also ordered the Chief Inspector (factory) of the Department of Explosives to submit a report on whether the family members of the dead workers received adequate compensation and the injured received required costs for treatment.

The HC bench of Justice AHM

Shamsuddin Chowdhury and Justice Jahangir Hossain came up with the directives following the petition filed by Bangladesh Environment Lawyers Association (Bela).

The bench however did not mention any time limit for complying with its directives.

The organisation moved the petition seeking HC directives on the government to take necessary steps to ensure healthy environment for workers and prevent loss of lives at the ship-breaking yards.

Earlier on June 25, 2009 the HC spelled series of measures for safety of the workers and protection of the environment. It also ordered not to import any toxic ship within the territory of Bangladesh and to submit a pre-cleaning certificate before importing any ship for dismantling.

Following a petition filed by Bangladesh Ship Breakers' Association (BSBA), the HC on July 21 extended till October 12 its order

allowing conditional import and dismantling of toxic ships, mentioning the importers and ship-breakers must ensure workers' and environmental safety.

The HC bench yesterday said it will not extend further its order permitting import of toxic ship.

Meanwhile, Bela in a release yesterday said there is no scope to import any toxic ship for dismantling in the country, since the HC order that permitted conditional import of such ships has already expired, although a record number of ships were imported this year.

Bela's counsel Iqbal Kabir Lytton told The Daily Star that BSBA has further filed a petition on October 16 seeking six months' extension of its July 21 order.

The HC will hear the extension petition after its Eid-ul Azha vacation, he added.

Deputy Attorney General ABM Altaf Hossain represented the government.

SHIP-BREAKING WORKERS HC asks for ensuring safety

STAFF CORRESPONDENT

The High Court yesterday issued four directives on the government to ensure safety of ship breaking workers against the backdrop of recent accidents that killed eight workers.

In response to a writ petition, the court asked the environment and forest ministry to submit a report on whether a high-powered technical sub-committee is operating as per the court's directives, the terms and conditions mentioned in the environmental clearance

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 **MEDICAL CE**









PERSONAL PROTECTIVE EQUIPMENT



AND PROTECTIVE CLOTHING



PERSONNEL AUTHORISED TO WORK INSIDE THE RESTRICTED AREA ARE INSTRUCTED TO USE THE FOLLOWING PERSONAL PROTECTIVE EQUIPMENT AND CLOTHING.

- ☒ SAFETY HELMETS
- ☒ CLEAR OR COLOURED GOGGLES, A SCREEN, A FACE SHIELD
- ☒ PROTECTIVE LEATHER GLOVES
- ☒ SAFETY SHOES
- ☒ THE CLOTHING SUPPLIED SHOULD MEET THE FOLLOWING REQUIREMENTS:
 - WATERPROOF CLOTHING AND HEAD COVERINGS WHEN WORKING IN ADVERSE WEATHER CONDITIONS;
 - DISTINGUISHING CLOTHING OR REFLECTIVE DEVICES
- ☒ SAFETY HARNESSES WITH INDEPENDENTLY SECURED LIFELINES, WHERE PROTECTION AGAINST FALLS ARE NOT PROVIDED BY OTHER APPROPRIATE MEANS; WHERE THERE IS A DANGER OF FALLING INTO WATER.







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Thank You