

(一財)日本海事協会のインド・ヤードへの船舶リサイクル施設認証について

当協会は船舶リサイクルによって安全で地球環境にやさしく燃費効率に優れたエコシップへの円滑な代替がなされる事を推奨しております。この活動を促進するには、安全で地球環境にやさしい船舶リサイクルがなされること、その処理能力が世界の需要に対応できることが必要と考え、複数国において香港条約(注 1)に適合するリサイクル・ヤードが整備されるよう、主要解撤国や船主国関係者に働きかけております。

その一環として当協会は2012年2月および2015年1月に主要解撤国であるインド・ヤードを視察し、改善進捗状況を直接確認するとともに、現地当局や解撤業界との対話を通じて更なるヤード改善を継続的に求めてきました。

インドに次ぐ主要解撤国である中国にも当協会が所属するアジア船主フォーラムの一員として2013年に現地視察および船舶リサイクル事業者と意見交換しています。

今般、(一財)日本海事協会(以下 ClassNK)が中国および日本に続き、インドの一部船舶リサイクル事業者に対して香港条約適合証書を授与したことについて、アジア船主フォーラム(ASF)が以下概要の声明(添付)を発表しました。

当協会も ASF の声明と意を同じくし、インド・グジャラート州アラン地区のヤードの改善努力および同様の取り組みを他のヤードも追随しようとする動きを評価するとともに、ClassNK が複数国において香港条約適合認証活動に対して精力的に取り組んでいることを大いに歓迎します。

当協会は、今後もこういった改善活動が解撤主要国それぞれにおいてより多くの船舶リサイクル・ヤードで加速化していくようにその必要性を訴え続けるとともに、このインド・ヤードでの改善状況を国際社会が正しく認識すべく、国土交通省や ASF 等の国際団体と連携して対外発信に努めていくこととしています。さらに、香港条約の早期発効こそが船舶リサイクル時の労働安全および環境保護を広汎な地域で確保する唯一かつ最良の解決策であると考え、引き続き同条約の早期発効を求めていきます。

ASF プレスリリース 概要 詳細は添付ご参照

- ASF は、複数国で香港条約適合認証付与の経験がある第三者機関 ClassNK から同条約適合との認証を受けたインド・グジャラート州アラン地区の数ヤードの改善努力を大いに歓迎する。安全確保・環境適合両面に関してインド・ヤードでのこの取り組みの

状況を客観的に国際社会に認知せしめる「小さな一歩ながらも鍵となる道しるべ(small step but key milestone)」である。

- 今後も高水準の解撤需要が見込まれる中、世界の約半数のフリートを有するアジア船主は、「持続可能なシップリサイクルを確保するためには、特定地域のシップリサイクルを排除するのではなく、国際社会がリサイクルの現状を正しく認識し、個々のヤードについて労働者の安全確保や環境保護の観点からその良し悪しを判断すべき」と繰り返し訴えてきた。
- ASF SRC 委員長の Dr Lu は今回の認証を受け、「今後も多くのヤードが香港条約の精神および要件に沿った環境適合ヤードになりうることを実証し、さらに、その能力を維持していくことを切望する。このようなアクションによって、発展途上のヤードが更なる発展を行うためのパイロットケースが示されることとなる。同時に、ASF では香港条約が早期に発効することを各国関与政府に求めていく」と述べた。
- ASF は 2015 年 10 月にインド グジャラード州アラン地区を訪問し、今回認証を受けたヤードを含めてアラン地区のヤードの視察を予定している。

注 1： 2009 年の船舶の安全かつ環境上適正な再生利用のための香港国際条約（仮称）

注 2： アジア船主フォーラム（Asian Shipowners ' Forum）：アジア地域の船主間の相互信頼と協力関係の育成を目的に、1992 年に日本船主協会の提唱により設立。アジアの 8 地域 / 国（豪州、中国、香港、インド、日本、韓国、台湾、アセアン（ブルネイ、フィリピン、インドネシア、マレーシア、ミャンマー、シンガポール、タイ、ベトナム））の船主協会により構成。



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The ASF welcomes the certification of ship recycling yards in Alang, India

The Asian Shipowners' Forum (ASF) warmly welcomes the tremendous effort made by ship recyclers in Alang, India that have recently received Statements of Compliance (SoC) with the Hong Kong Convention from ClassNK, one of the world's leading classification societies.

The ASF consists of eight shipowner associations in Asia Pacific, i.e. Australia, China, Hong Kong, India, Japan, Korea, Chinese Taipei and the Federation of ASEAN Shipowner Associations (FASA).

The ASF strongly believes that the granting of SoC by ClassNK to recyclers in India is a small but key milestone that conveys an accurate message to the international community of safety and environmental protection that developments in India have been certified by objective assessment of ClassNK who has considerable experiences and skills through audits of recycling operations carried out in multiple countries.

Global demand for ship recycling is anticipated to remain high for more than a decade, therefore, ASF, whose membership is estimated controlling about 50% of the world's merchant fleet, repeatedly insists on every occasion by way of the ASF's position paper (see Annex 1), that assessment of each ship recycling facility should be implemented individually without any prejudice in order to ensure the availability of sustainable ship recycling capacity with environmentally sound and safe ship recycling manner.

Responding to this latest development, Dr Frank Lu, Chairman of the Ship Recycling Committee of the ASF, said, "I sincerely desire that ship recyclers all around the world demonstrate capable development and maintenance of safe and environment-friendly recycling operations in compliance with the spirit and requirements of the Hong Kong Convention. Such action would give examples that could be followed by developing ship recyclers for their further improvement. The ASF members will, in the meantime, continue to urge their governments to ratify the Hong Kong Convention at the earliest opportunity."

The ASF is scheduled to visit Alang in October 2015 to observe the current situation of ship recycling facilities, including the certified yards.

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The Asian Shipowners' Forum (ASF) is a voluntary organisation of the shipowners' associations of Australia, China, Chinese Taipei, Hong Kong, India, Japan, Korea and the Federation of ASEAN Shipowners' Associations comprising shipping associations of ASEAN countries.

The aim of the ASF is to promote the interests of the Asian shipowning industries. It has been estimated that ASF owners and managers control and operate nearly 50% of the world's cargo carrying fleet.



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ASF's position paper on ship recycling

Adopted

at the 24th Annual Meeting of the Asian Shipowners' Forum (ASF)

Towards ensuring smooth replacements with safe, environment-friendly and more energy-efficient eco-ships, the ASF firmly believes that it is inevitable to develop environment-friendly ship recycling yards in multiple countries to address the globally high demand for demolition which is forecasted to remain in the coming years. If such recycling yards were only located in a certain country, this could result in demurrage for vessels to be recycled and prolong the lifetime of older vessels as well as longer distance navigation for vessels incurring huge additional bunker consumption to reach the yard, which would not be in reality preferable for the world environment or from the standpoint of economy.

The ASF's stances on respective issues are as follows:

The International 2009 Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships (hereinafter referred to as "the Convention")

The ASF is of the view that any unilateral regional regulation cannot be a final solution towards the improvement of recycling yards all over the world, as long as it does not present practically feasible ways to upgrade facilities which take into account practices for ship recycling methods subject to topographic conditions in major ship recycling countries. In this context, the Convention, which has been adopted after careful consideration by all concerned parties such as governments, the shipping industry, the recycling industry and the shipbuilding industry, is the only, best and final solution to enhance safety and environment protection for recycling. The ASF continues to call for early ratification of the Convention to governments.

The European Regulation on Ship Recycling (Regulation 1257/2013)

The ASF recognises that as long as the EU regulation imposes more stringent requirements on recyclers than the Convention to practically prohibit ship recycling in the particular method commonly used in South Asia, which would undermine the Convention, the regulation is not suitable to be de-facto standardisation. In order to ensure smooth replacements with eco-ships, the ASF emphasizes that it is, no doubt, practical to incentivize recyclers in the area as well to upgrade their facilities towards safe and environment-friendly yards harmonised with the Convention in light of the fact that South Asia produces 70% of the world's ship recycling volume.

The ship recycling method commonly used in South Asian countries

In light of the necessity of ensuring sufficient capacity of environment-friendly ship recycling yards in multiple countries for stable and economic recycling in a timely manner, each recycling facility should be assessed not in respect of ship recycling methods but on a case-by-case basis on whether requirements pertaining to safety and environmental protection are met. In this regard, there are advanced, safe and environment-friendly yards upgraded, with consultation of third parties, in harmony with the Convention even in South Asia where these recyclers have no alternative to use a certain ship recycling method subject to geographical constraints. The ASF therefore believes that it is essential to encourage others in South Asia to follow the advanced recyclers through necessary actions such as the monitoring of developments and regular dialogue with recyclers.

Shipowners should also be recommended to continue the assessment of facilities and operations of recycling yards respectively to select recyclers for the demolition of their fleets, taking into account verification of third parties.

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