

INDICATIVE DEMO VALUES

Weekly Change
stable
Value

4,6 usdm (Dely Pakistan)



2500 TEU / 12.432 mts ltd /
~ 25 (23) years*

Container

Weekly Change
stable
Value

3,2 usdm (Dely Pakistan)



72.000 DWT / 8.872 mts ltd /
~ 27 (29) years*

Bulker

Weekly change
stable
Value

5,7 usdm (Dely Pakistan)



75.000 DWT / 15.505 mts ldt /
~ 30 (27) years*

Tanker

Weekly change
- 20.000\$
Value

0,69 usdm (Dely India)



2800 DWT / 2.123 mts ldt

AHTS

*this is the quarterly adjusted average scrapping age of the vessel type (in brackets the average of last year)

USD / LDT – INDICATIVE MARKET PRICES

	Change	Tanker (HKC)	Container (HKC)	Dry Bulk (HKC)	Avg. last 3 years ³⁾
India	- 2 %	335 (330)	350 (345)	330 (325)	377
Bangladesh¹⁾	stable	335	345	325	380
Pakistan	stable	370	380	360	373
Turkey²⁾	+ 2 %	210 (205)	220 (215)	200 (195)	254

*All prices are indicative only based on average indications for standard tonnage - all prices in usd / lt/ldt.

1) In Bangladesh only one yard has been awarded a HKC compliance certificate

2) In turkey 8 Yards comply with the EU-SRR and respectively the price in brackets refers to this recycling standard

3) The average accounts for the highest price category (i.e. Container Vessels)

COMMENT

While the number of Covid-19 infections in India remains at very high levels and a second lock-down is still a potential threat, the Pakistani market is setting the benchmark for non-green tonnage in the sub-continent.

A couple of further Vessels have been snapped up by Gadani Breakers and tonnage is piling up at the beach. We are hearing that the general cargo vessel 'Elit' is heading to Pakistan while yet another VLOC, the 'Gelasha' (ex `Anagel Shagang`) is under discussions and it will be interesting to see where she heads after her voyage to China.

Although indications from Chittagong are slowly firming up and starting to 'close the gap', non-green tonnage remains bound for Gadani. The majority of vessels scrapped lately were non-green units.



Picture by [Ashit Parik](#): The Alang Ship recycling Zone filled with Container Vessels and Car Carriers, most of them lined up for 'Green Recycling' in line with Hong Kong Convention.

CONTACT

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All details are given in good faith but without guarantee as to accuracy or completeness.

REPRESENTATIVE FIXTURES

Name	Type	LDT	Built year	Built where	Delivery	Price lt/ldt
MV GT Liberty	Tank	5.152	1990	JPN	Ho Chi Minh	~ \$ 430
Sold for final breakup in India – Flag: Panama including 652 mts stainless steel						
MV Stellar Hermes	VLOC	38.289	1994	KRS	Gadani*	~ \$ 358
Sold for final breakup in Pakistan with *option Bangladesh – Flag: Panama						
MV Haian Song	Cont	6.805	2001	POL	Chittagong	~ \$ 355
Sold for final breakup in Bangladesh – Flag: Vietnam						

Total Demolition	2020 ytd		2019	
Bulk	9.099.576 dwt	78 (76) vessels	7.880.246 dwt	93 vessels
Tank	1.369.047 dwt	38 (37) vessels	4.427.162 dwt	87 vessels
Container	157.680 TEU	62 (62) vessels	199.891 TEU	100 vessels

*Last week's numbers are being shown in brackets / we are reporting actual deletions (beached or at the yard), the number of Vessels sold for demolition varies

SNAPSHOT: EU SHIP RECYCLING CAPACITY (EU_SRR)

While the Yards on the EU List offer sufficient theoretical capacity for the EU flagged fleet, the gap in prices between Turkish yards and 'the rest' is just too large. Of the 43 yards on the EU list, some of which are not even operational, only the eight Turkish Yards are capable of recycling vessels on commercially competitive terms – they are all based in Aliaga, Turkey.



The European Commission closed a feedback period for the extension of the list of approved EU SRR breaking yards on 31st August, paving the way for implementation of the 7th version that includes two further Turkish yards adding 130.000 mts/ldt recycling capacity (Simsekler: 70.000 ldt, Avsar: 60.000 ldt) to the list which now features eight Turkish yards.

This additional capacity comes at a time when Aliaga beach is overcrowded, leading to many questions being raised about the recycling capacity of yards on the EU List.

Out of the 210 Vessels that were recycled in the year to date, a total of 179 were recycled in the sub-continent while **only three vessels were recycled in EU based Yards** and 20 ended up in Turkish Yards. In terms of capacity, the deleted 21,900 mt/dwt of the EU based Yards represent only 4% of the 561,269 mt/dwt deleted in Yards in Turkey and the EU combined. ([Full article](#))



Recycling operation of the 'Samskip Frost' (Imo: 8412687) @ [Green Yard, Kvinesdal - Norway](#)

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YARD OF THE WEEK: R.L. KALTHIA (INDIA)



Recycling Standard / Certification



Situated on the shores of Alang in Gujarat, India, the R.L. Kalthia Ship breaking Pvt. Ltd. Facility is a fully Hong Kong Convention compliant (Class NK) Yard that operates Plot No. 19 at Alang Ship Recycling Yard for dismantling and recycling activities.

The Facility is currently headed by Mr. Chintan Kalthia who is a ship recycling veteran with more than 20 years of experience in Alang.

The Facility was founded in 1983 and has a track record with international top owners demanding the highest standards that go beyond the requirements of the Hong Kong Convention that yet has to enter into force.

The Facility has recycled obsolete Vessels on behalf of Teekay, Maersk, Odfjell, NYK, K-line, Mitsui OSK, Gearbulk and Stolt Nielsen USA Inc. as per to the facility's Quality Policy and Standards.



- Certified for ISO Standard 9001:2015 by Lloyd's Register
- Certified for ISO Standard 14001:2015 by Lloyd's Register
- Certified for ISO Standard 45001:2018 by Lloyd's Register
- Statement of Compliance with the Hong Kong Convention (Class NK, 2015)

The Facility is associated with the international Cash Buyer Wirana Shipping Corporation that has a track record of more than 2200 Vessels and 75 MDWT and is active in all commercial recycling markets. For more info: <http://www.wirana.com/>



The Facility has an annual recycling capacity of approximately 60.000 lt/ldt, a breadth restriction of roughly 65 meters and operates modern infrastructure that is built on an impermeable floor in order to avoid polluting the ground. The Facility employs around 30 staff permanently while the number of workers can increase up to 150 while recycling operations are taking place. Furthermore the Yard owns heavy duty cranes and crawlers in order to lift and move blocks from vessels on to the impermeable floor for cutting operations to prevent contamination of the intertidal zone.

Over the decades the Kalthia Ship Breaking Facility has successfully demolished more than 87 vessels and processed approximately 1.000.000 MT of all ship types including Bulk Carriers, Container Vessels and Tankers.

For more information visit: <http://www.kalthiashipbreaking.com/>

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