

DG WEEKLY 42 / 2020 | www.demogate.com

INDICATIVE DEMO VALUES

Weekly Change
unchanged
Value

4,5 usdm ^(Dely Pakistan)



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

Container

Weekly Change
- unchanged
Value

3,0 usdm ^(Dely Pakistan)



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

Bulker

Weekly change
unchanged
Value

5,4 usdm ^(Dely Pakistan)



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

Tanker

Weekly change
unchanged
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	stable	340 (330)	355 (345)	330 (320)	374
Bangladesh¹⁾	stable	350	360	340	378
Pakistan	+ 2%	360	370	350	372
Turkey²⁾	stable	205 (200)	215 (210)	195 (190)	252

*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 6 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)

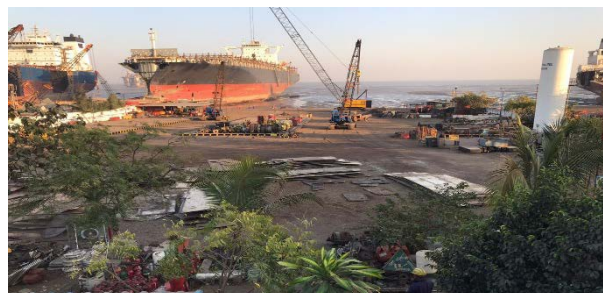
COMMENT

Although some deals have been done (yet again) into Pakistan and some more Vessels are being discussed at healthy levels backed by solid local steel fundamentals, the supply of tonnage is limited to a certain extent.

After the Bangladesian 'Cartel' committed two Vessels last week at levels of \$345, we haven't heard of further tonnage being sold as of now. A Cash Buyer's attempt to by-pass the 'Cartel' / purchasing committee failed according to our information.

In Europe we heard news that UK based Liberty Steel backed by Sanjeev Gupta is offering for Thyssen Krupp's loss making steel arm.

In India: the central government will become more involved in recycling activities in Alang through a Directorate General of Shipping. From next year onwards all Vessels arriving in Alang must have an IHM on board prior arrival.



Yard of the Week: International Green Ship Recyclers Plot 21, Alang, India

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	Terms	Price lt/ldt
MV Berge Kibo	VLOC	36.711	1993	KR	Dely Labuan	~ \$ 375
Sold for final Breakup to Pakistani end Breaker – Flag: United Kingdom						
MV Pac Adara	Bulk	10.340	2003	PRC	Dely Gadani	~ \$ 380
Sold en-bloc with her sister Vessel `Pac Alcaid` also for very strong \$380 basis dely Gadani – Flag: Singapore						

Total Demolition	2020 ytd		2019	
Bulk	10.298.574 dwt	90 (89) vessels	7.880.246 dwt	93 vessels
Tank	1.423.807 dwt	41 (41) vessels	4.427.162 dwt	87 vessels
Container	174.553 TEU	71 (70) 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 SRR IHM Deadline *approaching fast*

The EU SRR deadline is approaching fast. From 31st December 2020, ships flying an EU flag and 'third party' ships with a non-EU flag visiting European ports and anchorages must have a certified Inventory of Hazardous Materials (IHM) on board. It is estimated that between 10,000 affected vessels need to complete IHM surveys. Although Covid-19 continues to disrupt access to vessels, there will be no general extension to the deadline.

An IHM is split into three parts:

Part One: initial IHM survey - required for both new or existing ships to assess current hazardous materials used on the ships structure, equipment and systems

Part Two: monitor and record the hazardous wastes generated during ships operations

Part Three: assessment of hazardous materials contained in the ship's stores

Ships are required to carry a certified Part One IHM at all times, whereas Parts Two and Three are only required prior to / when a ship is being recycled.

IHMs are designed to ensure the safety of anyone that could be exposed to hazardous materials on board, including crew, construction / repair yard and recycling yard workers.

When a vessel reaches the end of its life, a thorough study of the IHM should be made by the ship recycling facility, leading to formulation of ship recycling and waste management plans that safely deal with identified 'hazmats'.

IHM regulations were introduced back in 2009 as part of the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships. As such, IHM regulations will become globally enforced 24 months after ratification by 15 states who represent 40% of commercial gross tonnage. While this date is some way off, an increasing number of individual countries have ratified the HKC including India.

Regardless of official enforcement dates, it is thoroughly commendable for all ships to have up-to-date IHMs, carried out by reputable surveyors and certified by IACs class societies.

For more detailed information please get in touch with us.

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YARD OF THE WEEK:

International Green Ship Recyclers (India)



Track record



Currently the Facility is recycling the `Kline` Car Carrier `Arcadia Highway` as per Class NK HKC standards.

The Size of the Facility is around around 3.000 Sq. meters and the Plot is around 65 meters wide. The theoretical recycling capacity is around 50.000 lt/ldt per year though the yard is processing roughly 30.000 tons per year.

Certification:

- Certified for ISO Standard 9001:2015 (Quality Management System)
- Certified for ISO Standard 14001:2015 (Environmental Management System)
- Certified for ISO Standard 18001:2007 (Occupational Health and Safety System)
- Certified for ISO Standard 30:000 (Ship Recycling Management System)
- Statement of Compliance with the Hong Kong Convention
- Certificate of Compliance with the requirements set out in (EU) No. 1257/2013

Operated Equipment: Cranes 160T x 1, 35T, 20 T x 2, Winches 3 Nos, Weigh Bridge, Oily Block cleaning area, Impermeable Floor - 5 places (2 Cutting Area & 1 Machinery, Oily Block cutting area, Waste Room) 10 Rooms, Bilge Collection Tank, Oxygen Tank, LPG Room, Fire Fighting Station, Under Ground Water Tank 40,000 Ltrs, Generator Room, Safety Room, Meeting Room, Recreation Room, First Aid Room, Peagon Room.

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

Situated on the shores of Alang in Gujarat, India, the formerly named `International Steel Corporation` is now trading under the name of International Green Ship Recyclers LLP. The Facility is a fully Hong Kong Convention compliant (Rina Class) Yard that operates Plot No. 21 at Alang Ship Recycling Zone for dismantling and recycling activities.

The family owned Facility is currently being headed by Mr. H.G. Meghani who has a broad experience in Alang.

The Facility was founded in 1983 and has a track record with international ship owners demanding high standards.

The Facility has recycled more than 100 Vessels of various types including Container Vessels, Dry Cargo Units, VLCC Tankers and gained broad experience and a large network in the industry.

Recycling Standard / Certification



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