Turkey now up to mark on recycling

The nation already 'insists' on most of the Hong Kong Convention's requirements.

Geoff Garfield

tion of recycled ships but there is a general concensus that in terms of environmental awareness, it is close to the standards the new achieve.

In fact, one leading yard, Leyal | OECD destinations. Ship Recycling, argues that the convention falls short of standards already implemented in Turkey and that it would like to have seen are said by Ayvatoglu to have driv-

that as Turkey already insists on | ship recycling. most of the convention's requirements, it hopes to benefit from the convention's drafting and adopcreation of a level playing field.

Turkey's national delegation on plementation guidelines. ship recycling and, consequently, individuals from the company, in- | since the mid-1970s, when a prescluding Ayvatoglu, have been idential decree dedicated around closely involved with the Interna- | 300,000 square metres, including tional Maritime Organisation a seafront of roughly 1.5 kilome-(IMO), Basel Convention and Intres (0.93 miles) to the industry. ternational Labour Organisation | It is close to the town of Aliaga (ILO) working groups

world's five main ship-recycling | cling is allowed. countries to belong to the OECD it should benefit from Basel and the operate the 29 plots, each on avermanner in Turkey.



TURKEY ADVISOR: Leval is industrial Turkey handles only a small frac- , advisor to Turkey's national delegation on ship recycling.

Photo: Bloomberg News

associated European Union (EU) Hung Kong Convention seeks to | directive banning the transbound-

ers refuse to recognise the relevance of Basel. Its shortcomings en Turkey's support for an interna-Leval's Dimitri Ayvatoglu says tional agreement specific to global

It has taken part in not only the tion in Hong Kong but is also par-Leval is industrial advisor to ticipating in drawing up the im-

Turkey has been recycling ships

on Turkey's Aegean coast and is As Turkey is the only one of the | the only location where ship recy-

age employing between 40 and 60 people.

Nominal capacity for recycling is given as around one million ldt per year but it has never managed to operate to its limits because, it is claimed, of higher prices offered in the Indian subcontinent.

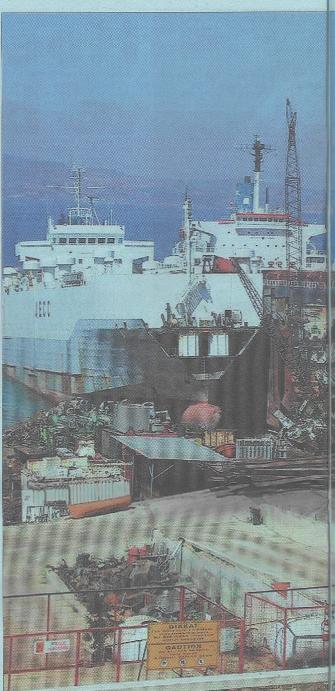
Nevertheless, some 200 or so ships approaching 500,000 ldt were handled in 2009.

Turkey is strategically positioned in terms of Europe and close to a big source of shortsea tonnage. Passengerships, ro-ros, car carriers, tankers and bulkers, as well as floating production, storage and offloading (FPSO) units have all ended their days in ary movement of wastes to non- Turkey. And not all are smaller or damaged ships where it is uneco-But many commercial shipown- nomic or impossible to sail to the subcontinent.

> The industry in Turkey is keen to highlight the fact that three years ago a VLCC-size floating storage and offloading (FSO) vessel was recycled there.

The country's stricter environmental and safety standards, as compared with some of its rivals, puts it at a competitive disadvantage due to increased costs, says Ayvatoglu. And this is not just in the vards but also downstream waste-management overheads. Turkey has, for example, implemented into law the 1991 European Council directive on hazardous waste.

Avvatoglu says an increasing number of European shipowners have been prepared to receive a lower price so that their ships are Typically, around 20 companies recycled in a more acceptable



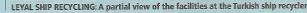




Photo: Leval (Turkey)