

## Ship recycling in Indian Subcontinent region can help reduce carbon footprint

According to a new study, the carbon footprint from steel retrieved from ship recycling in India is nearly four times lesser than the carbon footprint of the world's best steel production from iron ore

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HIEMATH: SAYS SHIP RECYCLING CAN BE A SUSTAINABLE WAY TO PRODUCE STEEL WITHOUT EXPLOITING NATURAL RESOURCES.

THE carbon footprint from steel retrieved from ship recycling in India is nearly four times lesser than the carbon footprint of the world's best steel production from iron ore, a new study reveals.

Increased levels of greenhouse gas emissions pose a great threat to the environment through global climate change and global warming.

For developing countries like India, steel is essential for growth and infrastructure development and ship recycling can be one of the sustainable ways to get steel without exploiting natural resources, according to Anand Hiremath, lead co-ordinator for cash buyer GMS' sustainable ship and offshore recycling programme.

Ships typically contain more than 90% steel content and it has been recognized that sheet metal and metal scrap as well as engines, power generators, winches, workshop equipment can all be recycled.

The synergy between ship recycling yards and steel re-rolling mills in Alang in India and the benefit to the sector on account of their geographical proximity is corroborated by the low estimates of GHG emissions for transportation-related activities.

The study says that during April 1, 2011 and March 31, 2012, the period when the highest number of ships was recycled in India, total GHG emissions were estimated to be 1,287,141 metric tonnes of carbon dioxide equivalent. This is the carbon footprint of ship recycling starting from beaching of ship to recycling of steel and other objects obtained from the obsolete ship.

The 415 ships recycled in this financial year which added up to a total of 3,847,000 lightweight displacement, generated around 2.5m tonnes of steel bars and 379,199 tonnes of steel ingots.

The GHG emissions per metric tonne of steel retrieved are estimated to be less than 0.44 metric tonne of carbon dioxide equivalent while the carbon footprint of steel production worldwide was reportedly estimated to be in the range of 1.6 – 2.8 metric tonnes of carbon dioxide equivalent per metric tonne of steel produced.

This carbon footprint happens to be nearly four times smaller than the carbon footprint of the world's best steel production from iron ore, Mr Hiremath estimates.

Therefore, the effort to double the capacity of ship recycling by the Indian government by the year 2024 not only provide more employment and economic advantages, but it also helps the country to fight against climate change and to achieve global warming mitigation and prevention targets, the research finds.