

Responsible Ship Recycling- CMT and Sustainable Improvements Ship-owners Responsibility

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Improvement by “Policing” is an effective and quick technique to improve and reduce all types of non-compliances, i.e., legal, ethical, or moral, a severe drawback of improvements through policing is that visible improvement could be short-lived. **And often aftereffects are disastrous as soon as Active Policing is eased.**

The mind is the most potent and adaptable of all organs. Workers who generally work in uncontrolled risk environments develop sharp senses to assess and mitigate the risks randomly. (An example could be traffic on streets in India where people randomly cross the roads while motor vehicles pass zigzag by randomly assessing the path and keeping safe.) Over the period, this randomness becomes a habit of the subconscious mind, thereby allowing the mind to judge the hazards and risks subconsciously but randomly. However, when these workers start working in risk-controlled environments, the mind gets adapted to working in hazard controlled conditions, i.e. wearing Safety harnesses, barricaded openings etc. Furthermore, when such checks and policing are again either relaxed or eased off, workers who got accustomed to working in a controlled risk environment become highly vulnerable to fatal accidents because the mind will take some time to get adapted to work in a hazardous environment and assess random hazards. Effectively first change from uncontrolled to controlled was positive, and the second change could be disastrous.

This is precisely the reason for accidents in Ship Breaking facilities with proven standards of safety under CMT. However, once ship-owners remove the CMT team after strict monitoring of 6-8 months, work culture invariably reverts to the most economical and optimal method of reduced safety controls because CMT just controlled the risk over a specified period; however, as the period was not long enough it did not result in the reinforcement of Safety Culture.

Safe working condition is the innate **responsibility of Employer** as per the law of the land. In SE Asia, the legal consequences of an accident can probably be managed more simply; however, with accessible and vigilant media, it is improbable now that damage done can be covered up or erased from minds. Every accident is a significant dent in business reputation.

Ship-owners should innovatively identify facilities that are ready to walk the path more **transparently on a long-term basis** rather than just dependent on few renowned cash-rich shipbreakers. Also, the top-dollar value desired by ship-owners shall be balanced with genuineness and transparency in sustainability, and ambition towards “ Safer Ships and Cleaner Oceans.....”