

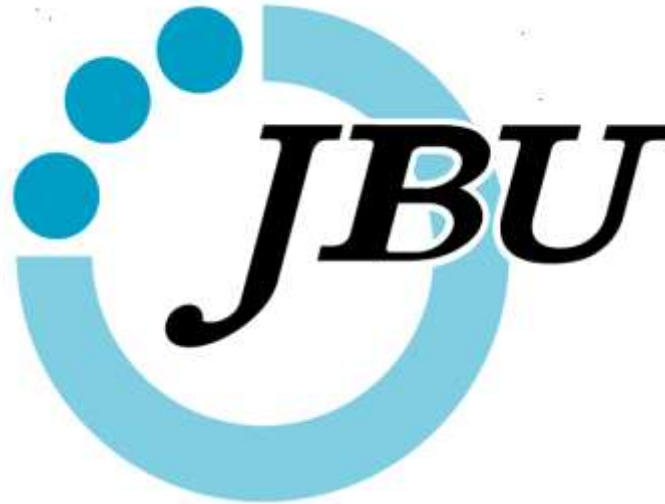
IndustriALL Global Union

Shipbuilding – Shipbreaking Action Group Meeting

31th Oct ~ 1st Nov

Rotterdam Netherlands

The Future Shipbuilding and Promoting Sustainable Industrial Policy



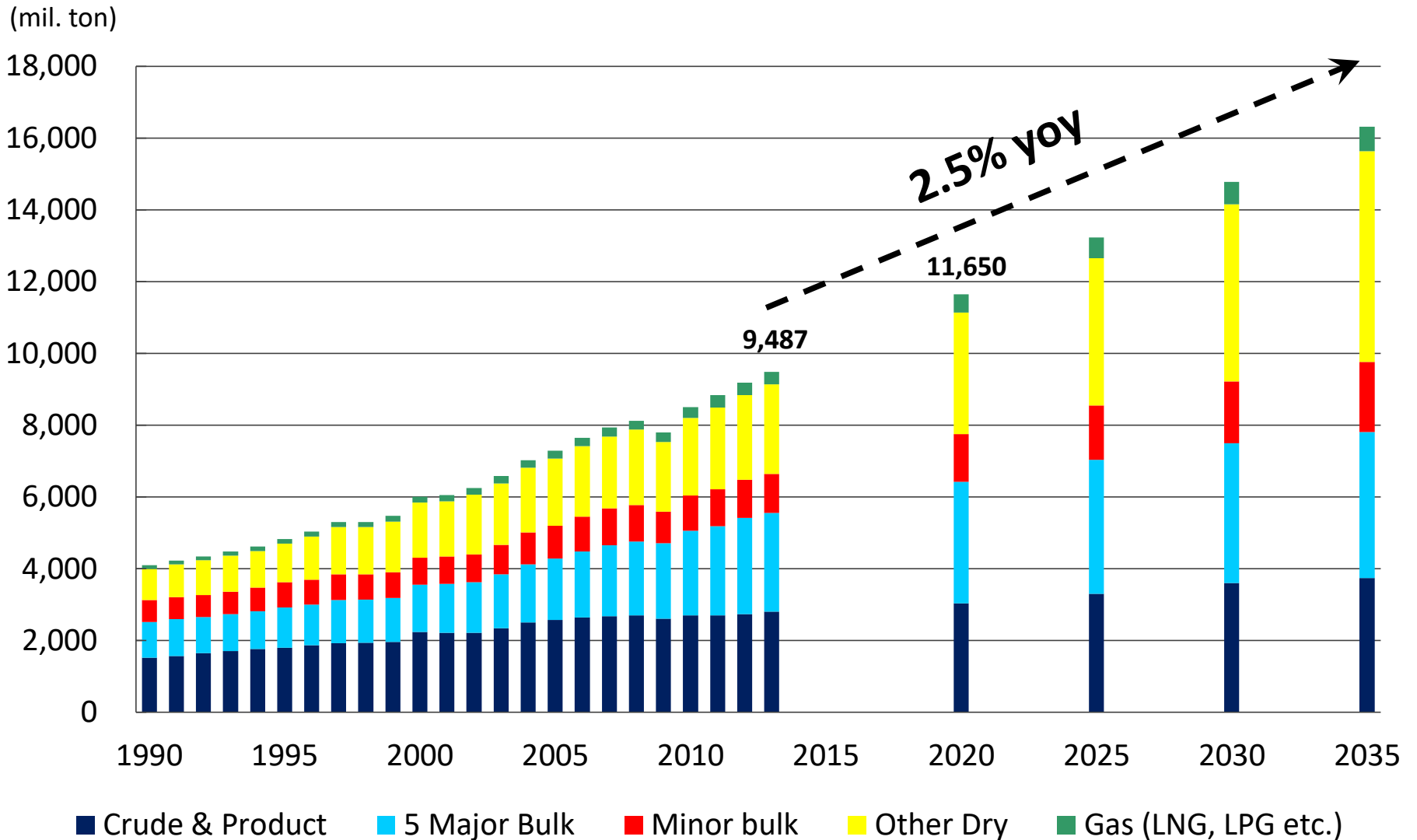
Japan Federation of Basic Industry Workers' Unions

(KIKAN-ROREN)

General Secretary

Akira YAKUSUE

Fig1. Seaborne Trade Forecast



Cargo amount (2015) : 10,800 million ton

source: The shipbuilders' association of Japan

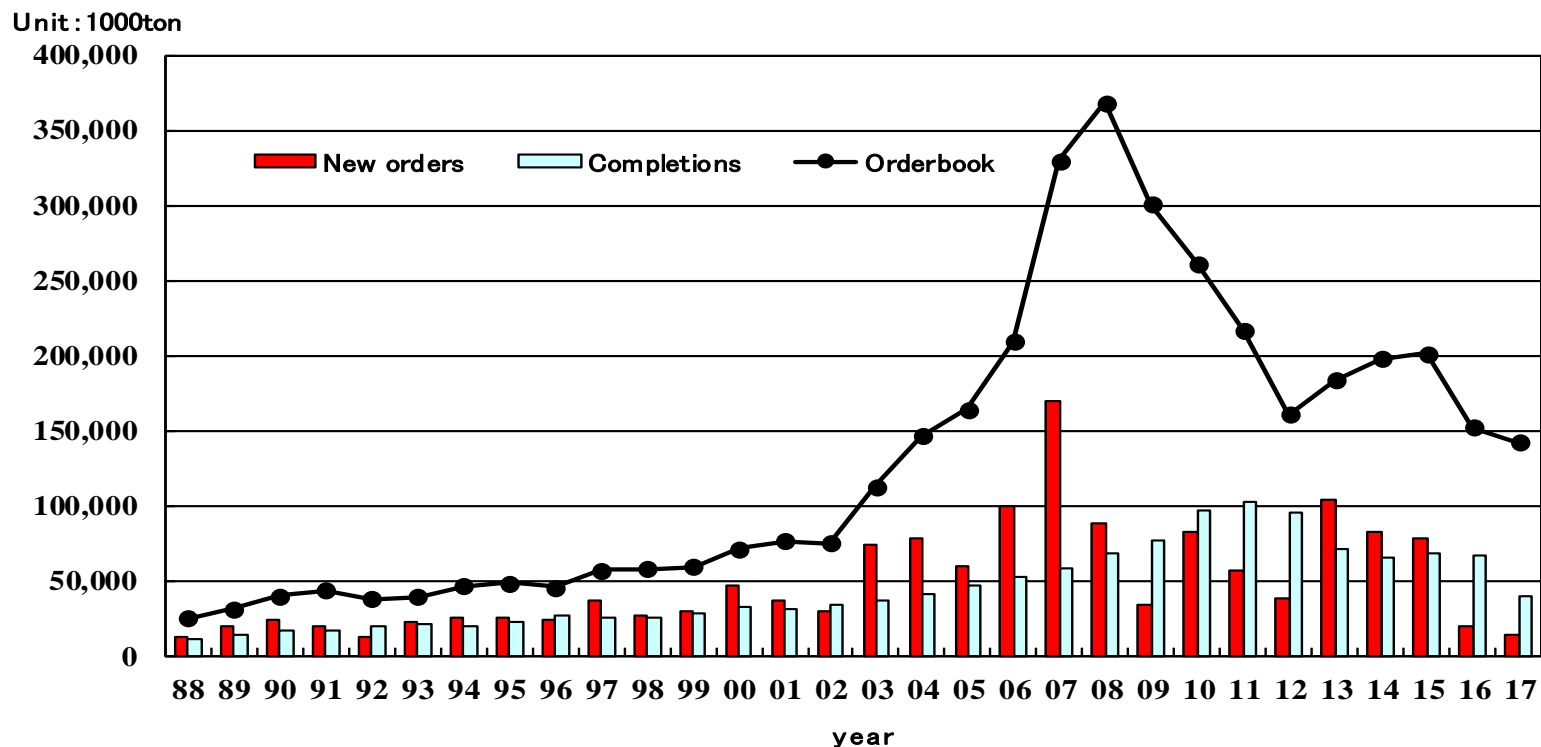
Fig2.The average construction demand for new shipbuilding (Annual)

2014~2020 : 34.1millionGT

1. 2020~2025 : 51.4millionGT
2. 2025~2030 : 69.9millionGT
3. 2030~2035 : 83.0millionGT

< Estimate by seaborne market >

Fig3. Comparison of New Ship Order Volumes, Completion Volumes, Order-book Volumes



Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 2Q
New orders	60,000	99,600	169,600	88,000	33,600	82,400	56,800	38,400	103,200	81,600	77,200	18,800	13,060
Completions	46,970	52,118	57,320	67,690	77,073	96,433	101,845	95,575	70,480	64,618	67,566	66,420	39,860
Orderbook	164,022	208,875	329,732	368,070	300,511	261,016	216,967	160,368	182,863	197,389	201,397	152,030	141,740

* Orderbook : Each year end

* HIS (Former Lloyd's Register "World Shipbuilding Statistics" Ship size coverage 1000 gross tonnage and over

* Source : The Shipbuilders' Association of Japan (SAJ)

Fig4.Average fleets' age by ship type

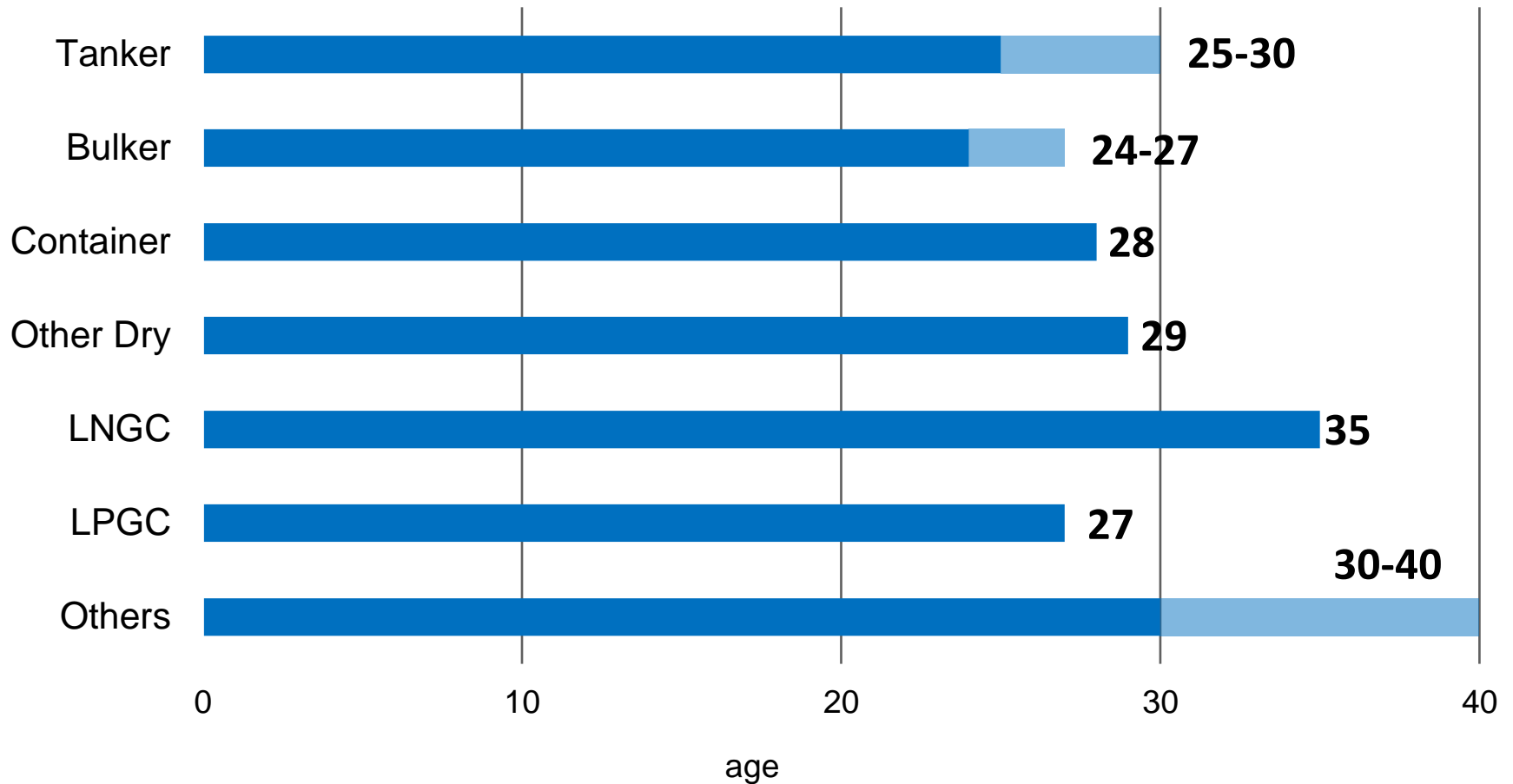
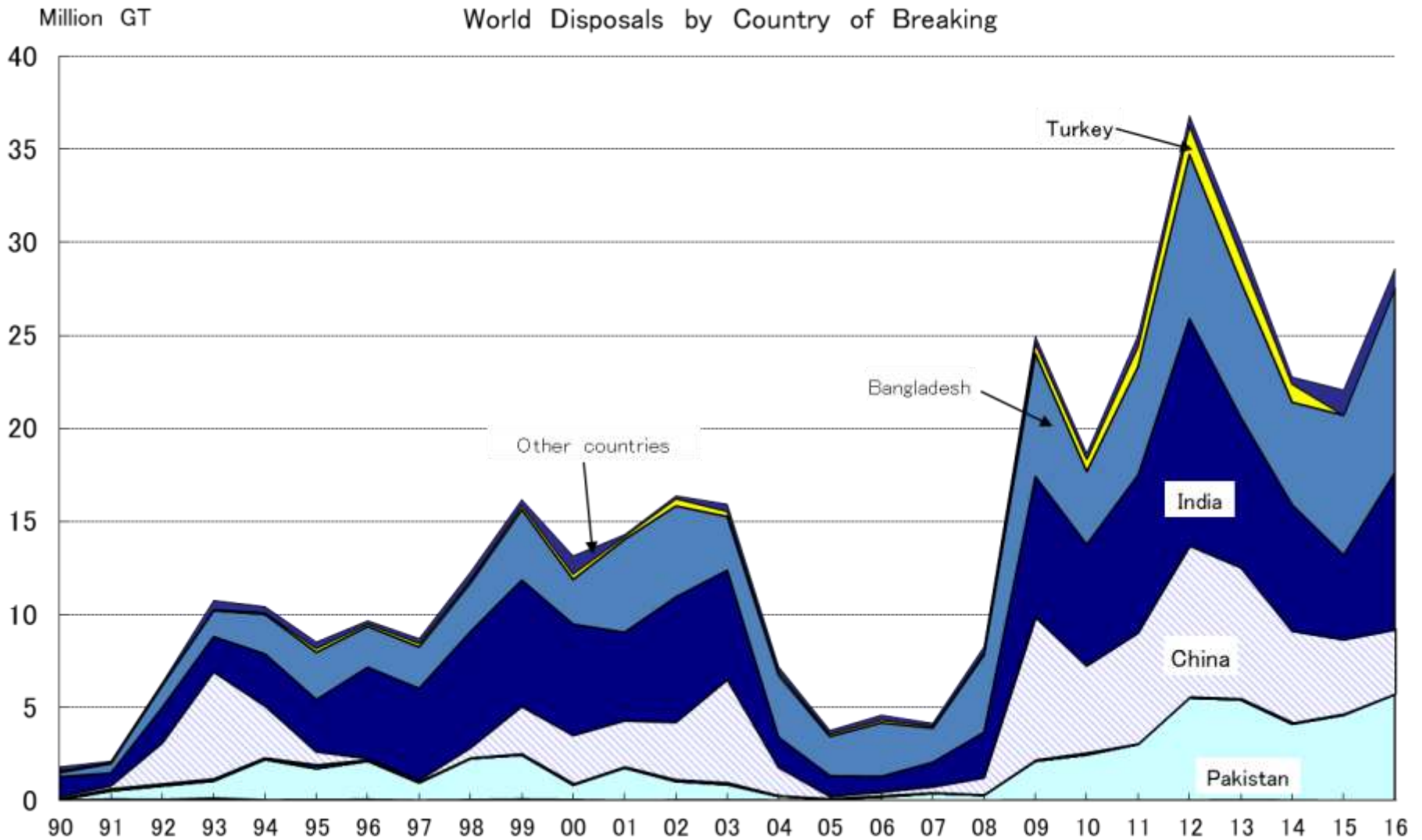
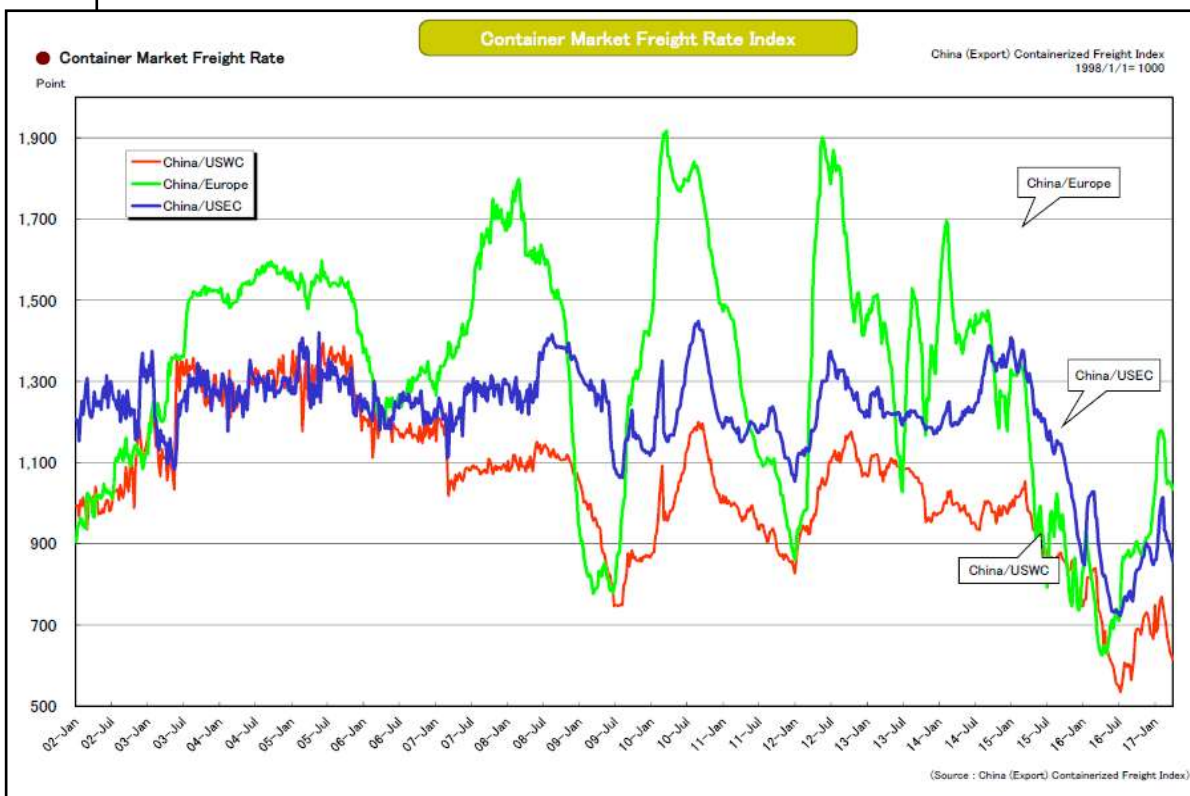
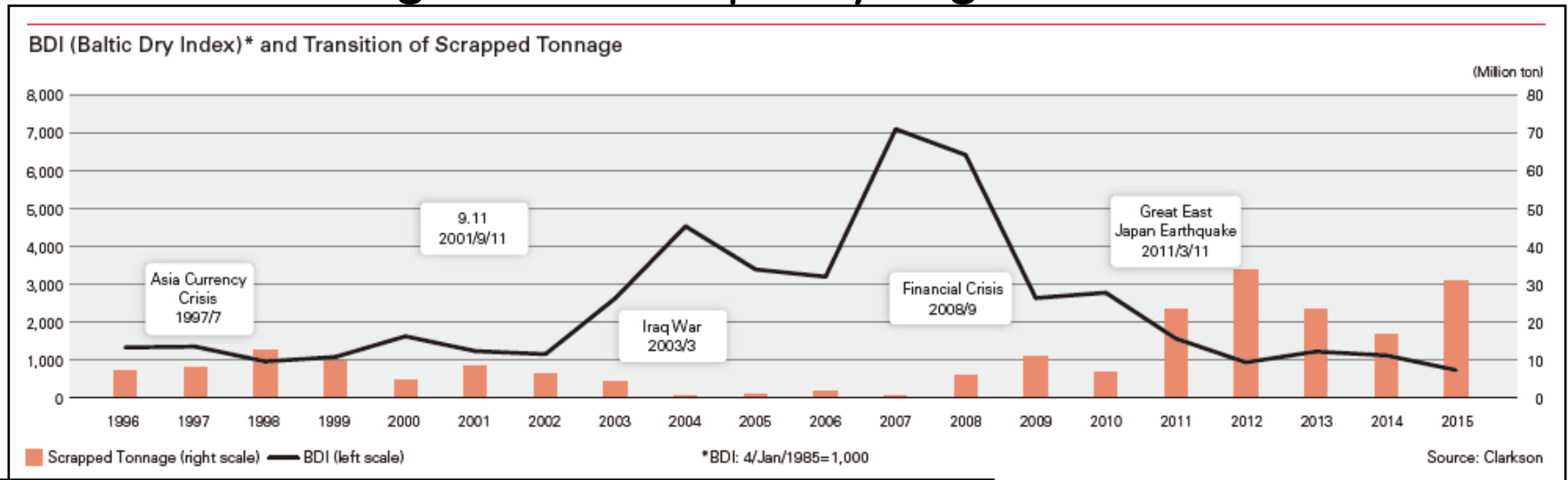


Fig5. World Disposals by Country of Shipbreaking



source: The shipbuilders' association of Japan

Fig6.Trend of Ship Recycling Demand



BDI

Container Market Freight Rate

□ Stagnant and weak market still continues.

source: The Japanese shipowners' association

Fig7.Importance of HKC

◆ The resolution referred to all existing international regulations and standards as follows.

1. The Basel Convention Technical Guidelines
2. The International Labour Organization (ILO) guidelines
3. EU SRR
4. **The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC)**

Advantage of HKC

Covers from the cradle to the grave

→ Every stakeholder involved: equipment manufacturers, shipyards, ship operators, shipbreaking Facilities (SRFs)

Applied to all over the world

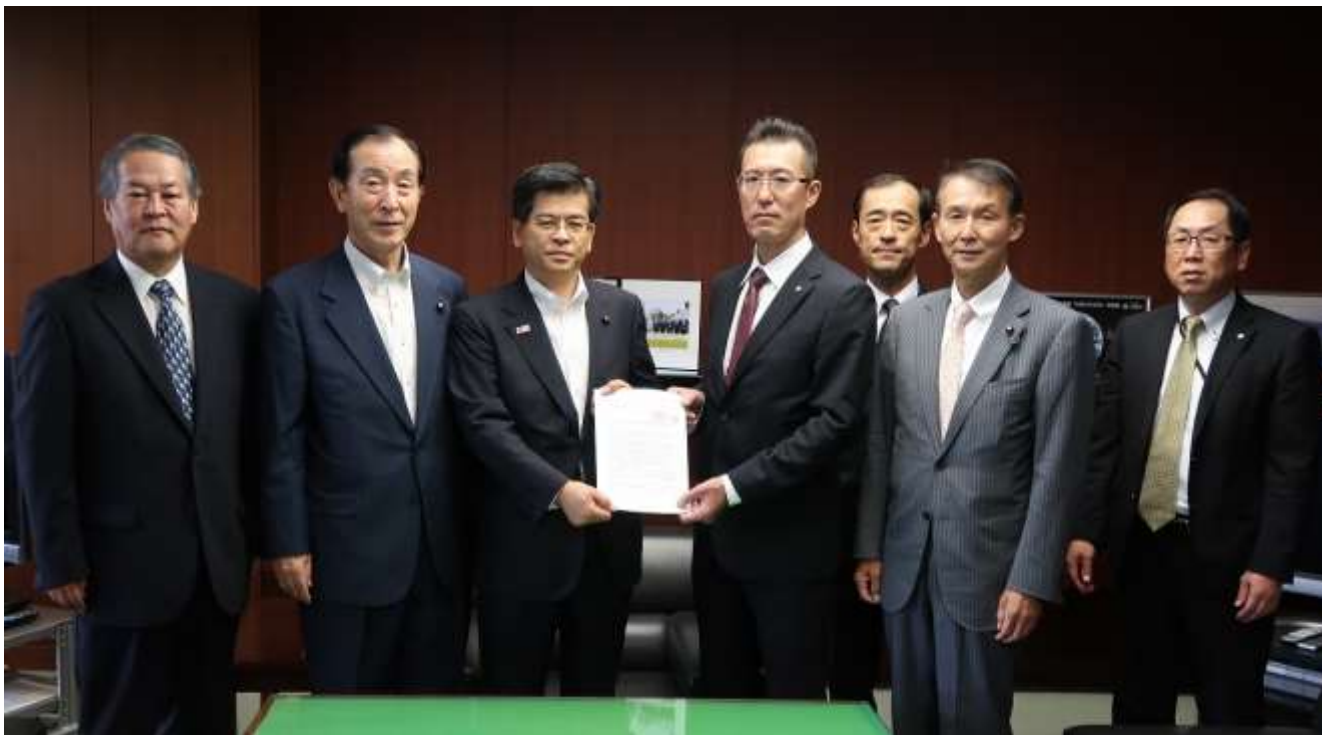
→ HKC will be applicable to all over the world.
(EU SRR is only applicable to EU member states.)



**HKC is the most appropriate framework to ensure safe working conditions.
Early entry into force of HKC is important.**

Since only six countries ratified HKC, (Regrettably, no state ratified since adoption of the resolution.)
< September 2017 >
it is important to demand that their governments ratify HKC.

Requesting the Minister of Land Infrastructure and Transport to ratify the Hong Kong International Convention for Safe and Environmentally Sound Recycling of Ships (HKC)



30.Aug.2017

On 30 August, the Japan Federation of Basic Industry Workers' Unions, JBU, met with the Ministry of Land, Infrastructure, Transport and Tourism, MILT.

Satoshi Kudoh, and Kenichi Kanda directly demanded to Keiichi Ishii, Minister of MILT to expedite the ratification of the Hong Kong Convention by the Japanese Government.

The minister responded positively on the issue of ratification as soon as possible.

Fig8. PROGRESS IN RECENT YEARS (India)

HKC compliant yards

2012

Zero



2017

(As of Feb 2017)

29 yards

& 31 yards in process



Nov 2016: India- Japan Joint Statement

Japan expressed its intention to support the upgrading of yards

JBU – SMEFI joint project in Alang – Sosiya shipbreaking yard INDIA



The Japanese shipowners' association (JSA) provided PPEs to ASSRGWA. (Dust masks 50, Industrial gloves 50)



ASSRGWA welcomed Japanese delegates (JBU, Japanese government, and JSA) at their training center. (Jan 2017)

It is of increasing significance to work jointly among all concerned parties !

**WORK
TOGETHER !!**

***Thank you for your kind
attention !!***

