

GLOBAL TRENDS AND SECTORAL ACTIVITIES IN SHIPBUILDING- SHIPBREAKING

- TRENDS AND LABOUR ISSUES IN THE SECTOR

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Shipbreaking: An introduction

- The average number of large ships being scrapped each year is about 500-700, but taking into account vessels of all sizes this number may be as high as 3,000.
- Ninety percent of ship-breaking in the world is carried out in Bangladesh, China, India, Pakistan and Turkey.
- Shipbreaking is amongst the most dangerous of occupations, with unacceptably high levels of fatalities, injuries and work-related diseases.
- It is carried out mainly in the informal sector and is rarely subject to safety controls or inspection.



Around 1,000 ships are broken each year (for ship size 100 growth tonnage and over)

**WHERE SHIPS WERE
BROKEN-RECYCLED IN 2014:**

- > India 29.8%
- > Bangladesh 24.2%
- > China 21.9%
- > Pakistan 18%



Brief overview of Shipbreaking Countries:

India, Bangladesh and Pakistan

India

- As of now, there are 170 ship breaking plots with a capacity to break ships of all sizes including large super tankers, car ferries and container ships.
- Unlike Alang, Mumbai ship breaking yard has only 19 plots with a capacity to break medium size ships. The plots in Alang are owned by Gujarat Maritime Board. In Mumbai, the plots are owned by Mumbai Port Trust.
- In both cases, the plots are rented to private owners and infrastructure is developed by the nodal agencies and government. Apart from ship breaking activities, re-rolling, transportation and recycling facilities also contribute to the shipbreaking value chain.
- Sixty thousand workers are directly engaged with this industry and indirectly more than Hundred thousands
- Most of the workers are migrant coming from the poor states of India such as Bihar, Jharkhand Uttar Pradesh and Odisha



Brief overview of Shipbreaking Countries: India, Bangladesh and Pakistan...continued

Bangladesh

- All the yards are established in closed to main land of **Sitakunda**.
- It has an approximate annual turnover of \$1.5 billion and employs around **25,000-30,000** people in Bangladesh. This scrapping is the country's main source of steel and reduces the need to import the materials.
- Bangladesh is the port of choice for two reasons: the labour is cheap, the safety standards are poor.



Pakistan

- Shipbreaking contributes about **PKR 12 Billion** tax annually to the national exchequer and offers livelihoods to more and less **10,000** people directly and **200,000** indirectly.
- In 2012, the Industry has seen a surge in business with increased number of ships coming to breaking yards.



Organizing Shipbreaking workers: IndustriALL experience

- The journey of organizing shipbreaking workers can be categorised in three different stages
 - 1) Initial stage: Organizing workers in Shipbreaking Mumbai
 - 2) Extended organizing experience to Alang
 - 3) Inclusion of Bangladesh and Pakistan for level playing field

Initial stage: Organizing workers in Shipbreaking Mumbai

- IndustriALL, the then IMF Congress held at San Francisco in 1997 passed a resolution for “Organising the unorganized”.
- Carrying it forward, IMF requested its Indian Affiliate SMEFI to organize shipbreaking workers in Mumbai Darukhana which is adjacent to Mumbai Port Trust.
- SMEFI has strong public sector union in Port, so requested them to take initiative of organizing these workers who were living a very vulnerable and pathetic life.
- As a matter of strategy, it was decided to provide assistance for basic needs in the workplace so that the union could get a foot hold and win the confidence of the workers.
- They started with providing basic amenities such as water, medical facilities, organised free medical check ups, informal education for the workers wards, liaisons with various like minded organizations and start giving union identity cards.



Extended organizing experience to Alang

- News from Mumbai spread to Alang.
- There was stiff resistance from the employers, money lenders and local mafia.
- **A major breakthrough: Alang Sosiya Ship Recycling & General Workers Association (ASSRGWA)**
 - Established on 11.11.2005
 - Registered under Trade Union Act, 1926, on 26th March 2007.
- Major initiatives: Documentations, demand to provide basic needs, organized meetings, seminar, workshops on OHS & ToT, gate meetings, awareness camps, medical camps, eye checkup camps
- Tools down: Strike of 20000 shipbreaking workers 23-25, March 2009 in Alang/Sosiya shipbreaking yards to press for restoration of rates of wages



Extended organizing experience to Alang

- With the support of HMS Headquarters, they got success in providing pension to the family members of deceased workers in 2013.
- Shipbreaking Code 2013 introduced
- 1000 dormitory has been built by GMB for the shipbreaking workers in 2016
- ASSRGWA/ JBU Training centre inaugurated in 2017
- ASSRGWA has drafted its first Charter of Demand and will be submitting to the Employer federation very soon.
- Involve in many other need based services for the workers such as hospital, bank, ATM, railway tickets and so on.
- This is a good example of TU and NGO partnership. Partners: CARE, Rotary club of Bombay, Red Cross Society, St. John Ambulance Brigade, Red Cross Hospital-Alang, Bhavnagar Blood Bank, Social Service League, Astitva (SHG Association), Ambekar Labour Institute, SEWA, NUSI, JBU, Tata Institute of Social Sciences, Human Rights Commission etc.



Inclusion of Bangladesh and Pakistan for level playing field

- With the success of Alang, IndustriALL has started paying attention to Bangladesh and Pakistan for creating a playing level field.
- It started in 2014, where two affiliates of IndustriALL BMF and BML have taken the responsibility for organizing these workers.
- In Bangladesh, the law restrict us to form an enterprise based union, we can only form yard based union.
- As of now, we have 9 yard based union, out of 120-130 operating yards.
- Efforts are there to make changes in laws
- Apart from affiliates, we are working very closely with BILS (Liasioning) and OSHE Foundation (for health and safety).



Inclusion of Bangladesh and Pakistan for level playing field...continued

- In Pakistan, two of our Affiliates NTUF and PMF are making all their efforts to organize these workers.
- Fatal accidents are very rampant in these two countries. In last one years only in Bangladesh we have lost more than 20 workers
- 20 workers died in fire tragedy in November 2016 at Pakistan (Gadani).
- The Union after the struggle succeeded in the payment of compensation of Rs.2500,000/ each worker was paid to the dependents.
- In line with India, Unions in both countries have submitted the draft of shipbreaking to the concerned authority.



Current Initiatives

India

The trade unions activities include among others

- Pressurising employers and concerned authorities for providing basic amenities such as water sanitation at works place.
- Regular training for workers on safety and occupational health.
- Establishment of full-fledged training centre in Alang .
- Worker education and labour right awareness trainings/ workshop for every new members.
- Creating second level leadership
- Negotiation, dialogue and networking with employers and SRIA on improving the status of workers.
- Ready to submit its first Charter of Demand
- Formation of 20 Green yard as par with European Union and HKC guidelines and new 25 are in pipline
- Regular meeting with GMB, ESIC, PF and other key stakeholders to remove administrative hurdles in welfare measures.
- Bangladesh workers visited India to attend ToT Workshop conducted by Dutch trainers.
- More than 17,000 members joined ASSRGWA and 4000 with SEWA. .



Current Initiatives

Bangladesh

- Around 1500 membership in 9 Unions
- Campaign for Ratification of Hong Kong Convention
- Initiated dialogue with Employer Federation
- Putting strong demand in case of accidents
- Collaboration with like minded NGOs including IMO
- Submission of Shipbreaking Code
- Dialogue with Labour Minister and concerned department



Pakistan

- Although the business has existed for 50 years in Gadani, improvements have only recently been made after the tragic accidents of November 1, 2016 and February 2, 2017.
- In the momentum created after these accident some interventions has been taken such as payments to families of casualties and distribution of some safety equipment.
- Submission of Shipbreaking code
- Fighting for proper PPEs
- In a very hostile situation, NTUF is able to recruit 900 membership.
- Manage to get media attention



- Thank you