



GREEN BRIEFING

JULY 2026 EDITION

“Cost to Workers: ZERO. Benefit: LIFETIME”

Courtesy: GMS

Till Date

882

Training Sessions

14,028

Workers Trained

70

Topics Covered



BEACHING SAFETY PRECAUTION IN SHIP RECYCLING

Beaching is one of the most closely coordinated stages in ship recycling. A vessel that has spent years operating at sea must make its final controlled approach to the recycling yard, enter the selected beaching channel, and reach the intended position on shore. During this short period, several activities come together at once. The shipmaster and landing pilot manage the vessel's approach, shore teams monitor its movement, winches and securing arrangements are prepared, neighbouring yards control their own activities, and workers must remain clear of restricted areas.

The operation may appear straightforward from a distance, but the risks can change quickly. Wind can affect the vessel's heading. Tide conditions can alter available water depth. A nearby vessel or piece of equipment can obstruct the approach. A wire rope can come under heavy tension. Communication can be misunderstood. A worker standing in the wrong place may become exposed without touching any equipment.

For this reason, beaching safety begins well before the vessel reaches the shore. Planning, communication, access control, equipment checks, emergency readiness, and worker positioning must all be completed before the final approach starts.

Dr. Anand Hiremath, CEO of the Sustainable Ship and Offshore Recycling Program (SSORP), explains:

“Safe beaching begins before the vessel starts its final approach. When the route is clear, equipment is checked, responsibilities are understood, and workers know where they must remain, the operation can be carried out under controlled conditions.”

This month's Green Briefing focuses on the practical precautions that help workers, supervisors, HSE teams, and yard personnel manage beaching safely from preparation through post-landing checks.

TRAINING REACH AND PRACTICAL FOCUS

Beaching safety awareness is not limited to the people controlling the vessel. Workers positioned away from the landing area can still be affected by vessel movement, restricted access, neighbouring vessels, securing equipment, or emergency arrangements.

Training discussions therefore include yard workers, HSE personnel, supervisors, winch operators, crane operators, security staff, maintenance teams, rescue personnel, and workers from neighbouring plots.

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The sessions focus on recognising how risks develop during actual beaching operations. Workers discuss vessel movement during the final approach, tensioned wires during securing and neighbouring-yard operations, route clearance, safe positioning, communication, tide and weather, emergency response, post-beaching stability, and safe access after landing.

The main message is simple. Every person should know what is expected before the vessel arrives. When the final approach begins, there should be no uncertainty about who controls the operation, where workers should stand, which areas are restricted, and what action should be taken if conditions change.

WHY BEACHING REQUIRES CAREFUL CONTROL

A large vessel approaching the shoreline carries considerable momentum. Once the final run begins, there may be limited time to respond to an unexpected change in direction, speed, or position.

The vessel itself is only one source of exposure.

The approaching vessel is normally beached under its own power and is not pulled ashore by wire ropes during the final run. At this stage, the main danger is the vessel itself. It may not always follow the expected line if its speed, steering, or position changes..

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Workers must also remain alert to nearby recycling plots. Vessels already under recycling may be connected to shore winches by tensioned wire ropes. These wires, winches, and the areas around them can create hazards even when the beaching vessel is some distance away.

Once the vessel is safely grounded, wire ropes may be connected to yard winches to hold it in position. These ropes can then come under considerable tension, particularly as the tide changes. Tug or motorboat assistance may also be used where required during positioning and securing.

A worker can therefore remain exposed even when standing away from the vessel being beached.

Mr. Rahul Singh, SSORP Coordinator in Alang, explains:

“Workers often think the danger is only from the moving vessel. During the final beaching run, workers must stay clear of the intended landing area and any area where the vessel could move if its position changes. After grounding, attention must also shift to securing operations, including wire ropes, winches, connection points, and tensioned wires in nearby recycling plots.”

This is why workers should never choose their own viewing or working position during beaching or securing. Safe positions should be decided in advance, clearly marked, and controlled.

A person standing beside a tensioned wire, behind a winch, inside a rope angle, or close to an active securing operation may be in danger even when the operation appears calm.

PLANNING BEFORE THE VESSEL ARRIVES

Each beaching operation should be planned for the specific vessel and the conditions expected on that day.

Previous experience is useful, but it cannot replace a fresh assessment. Vessel length, breadth, draft, structural condition, propulsion, steering response, ballast condition, and remaining liquids may differ from one ship to another. The beach condition and surrounding activity may also have changed since the previous landing.

Planning should identify the expected route, approach timing, vessel position, personnel involved, equipment required, restricted areas, communication method, and emergency response arrangements.

The team should also consider possible deviations.

What happens if propulsion is lost during approach? What if the vessel starts moving outside the expected line? What if the tide differs from the forecast? What if communication with the bridge is lost? What if securing equipment is found defective after grounding?

These questions should be answered before the operation becomes time-sensitive.

Mr. Amrish Pandey, SSORP Coordinator in Alang, explains:

“The final beaching period is not the time to decide who should do what. Communication channels, equipment positions, restricted areas, and emergency responsibilities should already be clear before the vessel enters the landing route.”

Planning also gives supervisors time to remove avoidable problems. An obstruction discovered two hours before beaching can usually be removed safely. The same obstruction discovered during the vessel’s final approach can become an emergency.



CLEARING THE BEACHING ROUTE

The planned approach route should be physically inspected before beaching. A route that was clear during an earlier inspection may no longer be clear when the vessel arrives. Small craft can move into the area. Temporary work equipment may be placed near the shore. Crane booms can change position. Ropes and anchors from neighbouring vessels can extend into the channel.

The inspection should cover both the water approach and the shoreline area where the vessel is expected to land.

Workers conducting the check should pay attention to nearby vessels, barges, boats, ropes, floating debris, shore equipment, cranes, temporary structures, and any object that could interfere with the ship.

The final confirmation should be based on what is physically present at the time, not only on what was planned earlier.



BEFORE THE VESSEL APPROACHES

Confirm that:

- The landing route is physically clear
- Restricted areas are established
- Neighbouring yards have been informed
- Securing equipment is checked and ready
- Communication devices have been tested
- Rescue and emergency equipment is available
- Non-essential personnel have left exposed areas

Preparation should be completed before the operation becomes time-critical

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COORDINATION WITH NEIGHBOURING YARDS

Beaching at one recycling plot can affect work taking place in adjacent plots.

A neighbouring vessel may be close to the planned approach. Workers may be carrying out cutting, lifting, cylinder handling, or material movement near the shoreline. A crane may be operating within an area that could interfere with the approaching ship.

Neighbouring yards therefore need enough information to prepare their own areas. The message should include the expected landing time, approach direction, areas requiring clearance, activities that may need to stop temporarily, and the contact person responsible for coordination.

The person giving the information should also confirm that it has been understood. This is particularly important where several yards operate close together. A worker in an adjacent plot may not realise that a beaching operation nearby has changed the conditions around his work area.

Safe coordination means controlling the wider area, not only the plot receiving the vessel.

WEATHER, TIDE AND VISIBILITY

Tide is one of the main operational factors in beaching. The vessel needs sufficient water depth to follow the selected route and reach the planned landing position.

The planned tidal window should be checked against actual conditions close to the operation. Relying only on a schedule prepared earlier can create problems if conditions differ from expectations.

Weather also affects the approach.

A large vessel presents a considerable surface area to wind. Strong crosswinds can influence heading and increase the amount of correction needed during the final run. Poor visibility can make shoreline references difficult to identify. Heavy rain can affect shore observation and make walking surfaces more difficult for personnel positioned near the beach.

Muhammad Usman, Coordinator in Pakistan, explains:

“A beaching plan is prepared for expected conditions, but the sea and weather can change. If the actual situation no longer matches the plan, the correct action is to reassess before continuing.”

There should be no pressure to continue simply because the vessel has arrived or a planned time has been reached. The landing decision should reflect the conditions that actually exist.



EQUIPMENT READINESS AND STORED ENERGY

Once the vessel has been beached, winches, wire ropes, chains, shackles, sheaves, hooks, and connection points may be used to secure it in position. These arrangements can be exposed to heavy loads as the tide changes, so all equipment must be checked and ready before securing begins.

A wire rope deserves particular attention because damage may not always look serious from a distance. Broken wires, corrosion, crushing, flattening, kinks, damaged end connections, or bird-caging can reduce its ability to carry load safely.

Equipment should not remain in service simply because it performed successfully during the previous securing operation.

The condition of the connection is as important as the condition of the rope. A good wire connected through a damaged shackle or unsuitable attachment point can still fail.

Workers should also understand that once the securing system is under load, it stores considerable energy. A rope that appears motionless may still be carrying a heavy force.

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LINE-OF-FIRE RISKS DURING SECURING OPERATIONS

Line-of-fire exposure is one of the most serious risks during post-beaching securing operations.

If a tensioned rope breaks or a connection releases, the rope may move rapidly through the surrounding area. A chain, shackle, or fitting can also move unexpectedly when load is released.

Workers should never stand directly in line with a loaded rope. They should also avoid standing inside the angle formed where a rope changes direction around a sheave or other connection point.

Walking over a loaded wire is unsafe. Holding or guiding a moving wire by hand is unsafe. Approaching a winch drum while it is operating is unsafe.

If an adjustment is required, the securing operation should be stopped and the load condition made safe before anyone approaches.



NEVER STAND HERE DURING BEACHING

Keep clear of:

- The direct line of a tensioned wire
- Rope angles around sheaves
- Loaded shackles and chains
- Winch drums during operation
- The expected movement path of the vessel
- Areas between moving equipment and fixed structures

A few metres of additional distance can remove a worker from the release path.

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COMMUNICATION DURING THE FINAL APPROACH

Clear communication becomes more important as the vessel moves closer to shore. Instructions should follow the agreed command structure. If several people attempt to direct the same activity, conflicting information can reach the shipmaster, landing pilot, winch operator, or shore team.

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Radios should be checked before the operation begins. Personnel should know the correct channel and the names or call signs being used.

Messages should be short and specific.

If an instruction is not understood, it should be repeated and confirmed rather than guessed.

Communication should also remain available for reporting hazards. A worker who notices an obstruction, damaged rope, person inside a restricted area, or unexpected vessel movement should be able to report it immediately.

WORKER POSITIONING AND ACCESS CONTROL

One of the easiest risks to prevent during beaching is unnecessary worker exposure. People who have no assigned role should remain outside the controlled area.

This can be difficult because vessel beaching naturally attracts attention. Workers may stop nearby to observe the landing. Some may move closer to obtain a better view without recognising that they are entering a pulling zone or vessel movement area.

Supervisors and security teams should control this behaviour before the final approach.



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Barricades and restricted zones should be established early. Workers should understand why the area is closed and when access will be allowed again.

PPE remains necessary for personnel involved in the operation, but PPE cannot make an unsafe position acceptable. A helmet, gloves, and safety shoes provide limited protection against a tensioned wire or moving vessel.

Safe positioning comes first.

RESCUE READINESS NEAR WATER

Beaching takes place at the boundary between the yard and the sea, so rescue arrangements should be ready before the vessel begins its final approach.

Yard workers should be kept clear of the beaching area during the final run. The main water-rescue exposure is therefore to the vessel's crew and boatmen who may be involved during beaching or while boarding or leaving the vessel.

Life jackets should be used where required for personnel exposed to the water. Lifebuoys, throwing lines, rescue boats where provided, first aid equipment, stretchers, and communication devices should be ready and accessible before the operation begins.

The crew and boatmen should know how to raise the alarm if somebody falls into the water.

An untrained person should not jump into the water in an uncontrolled rescue attempt. One casualty can quickly become two.

Rescue responsibilities should therefore be discussed during the pre-beaching briefing.

WHEN CONDITIONS CHANGE DURING BEACHING

Beaching should not continue automatically when an unsafe condition develops. A lost radio connection, unexpected vessel movement, person entering a restricted area, sudden weather change, oil leak, fire, or equipment failure can all require immediate action.

Workers sometimes hesitate because they assume a supervisor has already noticed the problem. That assumption can delay the response.

Mr. Zamil Uddin, SSORP Coordinator in Bangladesh, explains:

“A worker standing at one location may see a hazard that cannot be seen from another position. That worker must report it immediately. Good communication during beaching depends on everyone speaking up when conditions change.”

The person who sees the problem first should report it.

Stopping briefly to check an unsafe condition is better than continuing with uncertainty.

POST-BEACHING STABILITY AND SECURING

The operation does not finish when the bow reaches the shore.

The vessel may continue to settle as the tide changes. Its position can shift. Rope tension may increase or decrease. Previously unseen hull damage or leakage may become visible.

The area should therefore remain controlled while the vessel's final position and condition are checked.

Securing arrangements should then be completed according to the yard's planned method. Workers handling wires, chains, winches, and connection points must continue treating them as stored-energy systems.

A stationary wire may still be heavily loaded.

Access should only be opened when the responsible team confirms that the vessel is stable, securing arrangements are satisfactory, and the immediate area is safe.

CREW DISEMBARKATION AND SAFE ACCESS

Crew disembarkation needs control because the vessel may be resting at a different angle from normal port conditions.

Gangways, ladders, temporary access points, and the distance between the vessel and shore can change as the vessel settles.

The access route should be inspected before people begin leaving the ship. Lighting should be available when required. Vehicle movement around the landing point should be controlled, and baggage should be handled without encouraging unsafe lifting or jumping between the vessel and shore.

Crew members should use the approved access route and follow instructions from the responsible yard personnel.

SPILL AND ENVIRONMENTAL RESPONSE

A vessel can develop leakage during or after beaching, especially if hull contact affects already weakened areas or connected piping.

Workers should watch for oil sheen, unusual liquid discharge, fuel smell, floating debris, damaged containers, or leakage from the hull.

Spill response equipment should already be positioned or readily accessible.

The first few minutes matter. A small release that is identified and contained quickly is easier to manage than one allowed to spread through the shoreline area.

Workers should report what they see rather than attempting unfamiliar cleanup work without instruction.

EMERGENCY PREPAREDNESS

Emergency arrangements should reflect the actual beaching operation.

The team should be prepared for a person overboard, serious injury, wire rope failure, equipment breakdown, vessel collision, fire, oil spill, loss of communication, or vessel instability.

People should know how the alarm will be raised, who takes control, where emergency teams will enter, and where other personnel should move.



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IF SOMETHING GOES WRONG

- Raise the alarm immediately
- Keep people away from the danger area
- Stop affected equipment if it is safe to do so
- Inform the beaching coordinator
- Call the required emergency team
- Do not approach failed tensioned equipment
- Do not enter the water without an organised rescue
- Account for personnel

Emergency response should control exposure rather than create another casualty.

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FIELD OBSERVATIONS AND REGIONAL COORDINATOR INSIGHTS

Across ship recycling locations, one common lesson is that beaching becomes safer when preparation is visible on the ground.

Workers respond better when restricted areas are clearly marked rather than explained only verbally. Winch operators work with greater control when people remain away from pulling zones. Neighbouring yards can manage their own activities more safely when beaching information is shared early.

Mr. Rahul Singh's focus in Alang is on worker positioning and line-of-fire awareness. Mr. Amrish Pandey stresses completing preparations before the tidal window becomes critical. Muhammad Usman highlights the need to reassess changing sea and weather conditions. Mr. Zamil Uddin places strong emphasis on reporting what workers observe from different positions around the operation.

These observations support the same working practice. Preparation must happen early enough to remove uncertainty before the vessel begins its final approach.

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BUILDING SAFER BEACHING PRACTICES

Beaching may occupy only a short period in the recycling process, but its safety depends on decisions made hours or even days beforehand.

The landing route should be clear before the vessel approaches. Neighbouring yards should know what is happening. Equipment should be inspected before it carries load. Workers should know their positions before restricted areas become active. Emergency teams should be ready before an incident occurs.

During the final approach, communication must remain clear and worker movement must stay controlled.

After landing, attention should continue until the vessel is stable, securing arrangements have been checked, leakage has been ruled out or controlled, and safe access has been established.

For workers, the key actions are straightforward.

Stay away from vessel movement areas.

Stay outside the line of fire.

Do not cross tensioned wires.

Do not enter restricted areas without permission.

Report changing conditions immediately.

Dr. Anand Hiremath closes the month's message:

"Beaching safety depends on preparation, position, communication, and control. When every person understands their role and respects the danger areas, the vessel can reach the shore without placing people unnecessarily at risk."

PLAN THE ROUTE. CLEAR THE AREA. CONTROL THE MOVEMENT. PROTECT THE PEOPLE.

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**“Good safety practice is not about reacting faster.
It is about being ready earlier.”**



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ROUND-UP OF MONTHLY TRAINING ACTIVITIES – BEACHING SAFETY PRECAUTION

Country	Training No.	Yard	Course Date	No. of Trainees
 Bangladesh	869	Z. H. Steel Ltd.	05-07-2026	16
	870	SH Enterprise	08-07-2026	10
	874	MAK Corporation	12-07-2026	16
	878	Janata Steels Ltd.	18-07-2026	14
	879	Mehreen Ship Recycling	22-07-2026	11
	880	Asadi Steel Enterprise	26-07-2026	14
 India	871	Shree Ram Shipping Industries Pvt. Ltd	10-07-2026	19
	872	Madhav Industrial Corporation	10-07-2026	21
	873	Leela Responsible Recycling LLP	10-07-2026	25
	875	Dalkan Ship Breaking Ltd.	13-07-2026	13
	876	Leela Ship Recycling Pvt. Ltd.	17-07-2026	12
	877	Green Tara Recycler LLP	17-07-2026	15
 Pakistan	881	Prime Green Recyclers	27/7/2026	25
	882	SAP Green Recycling	27/7/2026	12

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