

GREEN BRIEFING

AUGUST 2025 EDITION



“Cost to Workers: ZERO. Benefit: LIFETIME”

Courtesy: GMS

Till Date

737

Training Sessions

11,282

Workers Trained

69

Topics Covered



BEACHING SAFETY PRECAUTIONS: SECURING THE FIRST STEP OF SHIP RECYCLING

Beaching a vessel is the first and most decisive moment in ship recycling. It may appear straightforward, guiding a ship to run aground on a designated shoreline, but the risks are significant. A single miscalculation can create structural damage, oil spills, equipment failure, or worker injuries. Because of this, the beaching phase demands discipline, detailed preparation, and a shared focus on safety.

THE IMPORTANCE OF PREPARATION

Beaching begins long before the vessel approaches the shore. Every safe operation starts with paperwork, permissions, and communication. Customs, environmental regulators, and port authorities inspect the vessel and verify documents. These checks confirm the condition of the ship and ensure that any hazardous materials onboard have been identified.

At the yard, preparation takes shape in several ways. Neighbouring yards must be informed about the planned beaching so they can secure their own vessels and clear the route. Weather and tide conditions are checked carefully, because even a small change in sea state can complicate the landing. Equipment must also be ready - cranes, winches, steel wire ropes, chains, shackles, spill kits, and firefighting appliances are all essential.

Mr. Rahul Singh, SSORP Coordinator in Alang, stresses the importance of discipline at this stage:



“No step in beaching can be left to chance. From obtaining permits to securing neighbouring vessels, each task plays a role in protecting lives and property. Workers must understand that beaching is not routine. It is high-risk and must be treated with respect.”

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COMMUNICATION AS A SAFEGUARD

When a ship is prepared for beaching, multiple parties are involved: the shipmaster, the berthing pilot, neighbouring yards, supervisors, and workers. Clear and timely communication between them is one of the most effective safeguards.

Messages must be passed to neighbouring yards so they can remove or secure cylinders and ensure their vessels are stable. The berthing pilot needs constant updates from the yard team. Even lighting in the yard can be a factor. If a vessel is arriving at night, yard lighting should be switched off to avoid glare that may affect the pilot's visibility.



“When we receive early notice of a beaching, we have time to secure equipment and move our people. That single message reduces risk for the entire yard.”

– Shakib Akbar, HSE Coordinator, Chittagong

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Mr. Amrish Pandey, SSORP Coordinator in Alang, highlights the dangers of missed communication:



“Beaching is never carried out in isolation. Communication with neighbouring yards, berthing pilots, shipmaster and supervisors is essential. A single misinformed party can create risks for everyone involved.”

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THE ROLE OF RISK ASSESSMENT

Risk assessment underpins every beaching plan. It requires managers to think ahead, identify hazards, and put controls in place. Hazards can be environmental, tide levels, weather forecasts, seabed conditions, or operational, such as vessel stability, tug coordination, or potential equipment failures.

Muhammad Usman, SSORP Coordinator in Pakistan, explains why this step cannot be overlooked:



“Beaching without risk assessment is like sailing without a chart. Each site, each vessel, and each season brings different challenges. Yard managers must evaluate risks in detail before giving clearance for beaching.”

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From these assessments, a beaching plan is developed. It includes the trajectory and final resting position of the vessel, the role of tugs and winches, and the allocation of responsibilities for workers and supervisors. Importantly, it also sets out an emergency response strategy, covering oil spill control, evacuation, and rescue procedures

EXECUTION OF THE BEACHING OPERATION

The landing itself is the most visible stage of the process, but also the one with the narrowest margin for error. As the vessel approaches, the berthing pilot guides it into the designated channel. The crew, tug operators, and yard team must maintain constant communication to ensure every move is coordinated.

Speed is carefully controlled. Too much momentum risks structural damage when the ship grounds. Too little may leave the vessel stranded short of its intended position. Winches, ropes, and tugs provide fine adjustments as the ship makes its final approach.



During this time, worker access to the pulling zone must be restricted. Chains and wire ropes are under high tension and can snap without warning. Shifting tides may also alter the vessel's movement unexpectedly.

Mr. Zamil Uddin, SSORP Coordinator in Bangladesh, points out a common source of accidents:



“Workers sometimes underestimate the danger once the vessel seems close to shore. In reality, this is when risks are highest. A sudden shift in tide or a snapped wire rope can be fatal if precautions are not strictly followed.”

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SAFETY AFTER LANDING

Beaching does not end once the ship touches ground. Post-beaching precautions are critical to ensure stability, safety, and environmental protection.

The vessel must be thoroughly inspected for damage. The hull, compartments, and structure are checked for leaks, cracks, or weaknesses. Loose equipment or unsecured objects onboard must be secured.

Anchoring and securing the ship is the next step. Strong lines, winches, and multiple anchors hold the vessel steady against shifting tides or waves.

Any spills or leaks must be addressed immediately using a spill kit. Booms must be staged and, where practicable, pre-deployed in advance of beaching. A standby boat, absorbent pads, and portable pumps must be ready before the vessel begins its approach. The entire operation should also be documented. Weather conditions, tide levels, vessel position, equipment used, and any incidents must be recorded, as these records provide valuable lessons for future operations.





Training is the strongest defense against accidents during beaching. Workers must be familiar with the procedures, the hazards, and the reasons behind each precaution. Training programs delivered by SSORP cover navigation, towing, anchoring, communication methods, and emergency response.

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“SSORP training helps plan beaching activities meticulously, including safety and emergency preparedness.”

- Abdul Karim, Ship Recycling Yard Worker, Gadani

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This training is provided FREE of cost to workers, proudly sponsored by GMS under the Sustainable Ship & Offshore Recycling Program (SSORP).



Before each beaching, a safety briefing reviews the plan, confirms roles, and tests communication equipment. Mock drills simulate emergencies such as equipment failure, oil spills, or vessel instability. These drills make sure the yard team can respond quickly under pressure.

Dr. Anand Hiremath, CEO of SSORP, discusses the link between training and safety culture:

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“Beaching is the gateway to recycling. It is also one of the most critical phases. Safety protocols should not be seen as paperwork. They must be part of the yard’s daily practice, upheld by both managers and workers. Collective responsibility is the foundation of safe ship recycling.”

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**Safety is not a cost.
It is an investment in life.**

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Dr. Anand Hiremath at: anand@ssorp.net



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ROUND-UP OF MONTHLY TRAINING ACTIVITIES – BEACHING SAFETY PRECAUTIONS

Country	Training No.	Yard	Course Date	No. of Trainees
 Bangladesh	724	Ferdous Steel Ship Recycling Industries.	02/08/2022	222
	726	Arefin Enterprise	12/08/2025	20
	727	S. H. Enterprise	14/08/2025	7
	728	MAK Corporation	19/08/2025	6
	731	Janata Steels Ltd.	23/08/2025	9
	737	BOB Recyclers	31/08/2025	9
 India	725	Green Tara Recycler LLP	21/08/2025	19
	729	J.K. Industries	23/08/2025	10
	730	Shree Ram Vessel Scrap Pvt. Ltd	23/08/2025	15
	732	Leela Responsible Recycling LLP	26/08/2025	22
	733	Leela Sustainable Ship Recycling Pvt Ltd	27/08/2025	20
	736	Leela Greenship Recycling Pvt. Ltd.	28/08/2025	17
Pakistan	734	Prime Ship Breakers	27/08/2025	16
	735	S A Traders	27/08/2025	9





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