



GREEN BRIEFING

AUGUST 2026 EDITION

“Cost to Workers: ZERO. Benefit: LIFETIME”

Courtesy: GMS

Till Date

896

Training Sessions

14,321

Workers Trained

70

Topics Covered



EFFECTIVE IMPLEMENTATION OF EPRP IN SHIP RECYCLING

Ship recycling yards contain several work fronts operating at the same time. Cutting may be taking place inside a vessel while lifting, confined space entry, material movement, waste handling, work at height and yard activities continue nearby. Workers may be spread across decks, machinery spaces, tanks, the intertidal zone, storage areas and yard facilities.

Most of these activities are managed through work procedures, permits, supervision and task-specific controls. An emergency begins when normal controls are no longer enough. A fire may spread beyond the immediate work area. A worker may collapse inside an enclosed space. A person may fall from height. Gas may escape into a work area. Oil or contaminated water may reach the intertidal area. Severe weather may require work to stop and personnel to move to a safe location.

At that point, workers need more than knowledge of their normal task. They need to know how to recognise the emergency, raise the alarm, move away from danger, follow authorised instructions and allow trained responders to take control.

An Emergency Preparedness and Response Plan, commonly known as an EPRP, provides the structure for this response. It is intended to anticipate credible emergency situations, protect human life, limit injury and environmental harm, establish clear authority and support a controlled return to safe operations. The SSORP training material places protection of human life first, followed by orderly response, environmental protection, asset protection and restoration of safe conditions.

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

“An emergency plan has value only when people can use it under pressure. Workers must know the alarm, supervisors must know who takes control, responders must know their duties, and everyone must know where to go. Preparedness has to be visible in the yard, not only available in a document.”

This month's Green Briefing focuses on the practical implementation of EPRP arrangements across ship recycling yards, with attention to emergency command, alarm raising, communication, evacuation, head count, rescue readiness, emergency equipment, drills and post-emergency review.

TRAINING REACH AND PRACTICAL FOCUS

Emergency preparedness training is not only for members of the Emergency Response Team.

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





Training should answer simple questions that workers may need to act on quickly:

- How do I recognise that the situation has become an emergency?
- How do I raise the alarm?
- Who takes control?
- Where should I evacuate?
- Where is the assembly point?
- What should I do if somebody is missing?
- When can I assist in rescue?
- What actions could place me or others at greater risk?

The aim is not to make every worker a firefighter, rescuer or first aider. The aim is to make sure everyone knows his or her part in the response before time becomes limited.

WHY THE EPRP MUST MATCH THE ACTUAL YARD

A written plan is only the starting point.

Emergency routes, rescue access, alarms, equipment locations and assembly arrangements need to match the actual condition of the yard.

Ship recycling changes the worksite continuously. A ladder available earlier in the recycling sequence may later be removed. A deck opening may appear. Steel sections may be stored temporarily near an access route. New cutting areas may be created. Work teams may move to different parts of the vessel.

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What can happen?

Identify the emergency situations that could arise from current operations.

Who takes control?

Define authority and substitutes before an incident occurs.

What will people do?

Set clear actions for alarm, evacuation, rescue, first aid and external support.

Can the plan work today?

Check routes, communications, equipment and personnel against actual conditions.

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

“Workers should not have to search for an emergency route or ask where the assembly point is after the alarm sounds. These arrangements must already be familiar. When workers know the route, the alarm and the safe area beforehand, the response becomes much more controlled.”

PLANNING FOR CREDIBLE EMERGENCIES

Emergency planning should reflect the work being carried out.

The SSORP training material identifies several emergency types relevant to ship recycling. These include fire and explosion, confined space hazards, falls from height, serious burns, chemical exposure, hazardous gas inhalation, oil or contaminated water spills, earthquakes, cyclones, flooding and tsunami conditions.

Each type requires different arrangements.

A fire may require firefighting equipment, gas isolation and evacuation.

A confined space incident requires a pre-planned rescue arrangement based on the identified hazards and atmospheric conditions, including suitable respiratory protection, harnesses, lifelines equipment, atmospheric monitoring, and trained rescue personnel.

A serious fall may require casualty stabilisation, first aid and ambulance support.
A spill may require absorbent material, booms and environmental control.

A cyclone or tsunami warning may require operations to stop before conditions become unsafe.

The same alarm may begin the response, but the actions that follow can be very different.



EMERGENCY SCENARIOS TO CONSIDER

- Fire or explosion
- Confined space hazards
- Hazardous gas release
- Fall from height
- Worker suspended in harness
- Serious burns
- Chemical exposure
- Oil or contaminated water spill
- Electrical incident
- Structural collapse
- Severe storm or cyclone
- Flooding or tsunami warning
- Major injury requiring ambulance transfer

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EMERGENCY COMMAND MUST BE CLEAR

One of the main causes of confusion during an emergency is several people giving different instructions.

The EPRP should identify an Incident Controller and the people who will take over if that person is unavailable.

The SSORP training structure places emergency decision-making with the Incident Controller. This role can stop work, order evacuation, activate the ERT (Emergency Response Team), contact external emergency services, coordinate rescue actions and authorise re-entry only after the emergency has been controlled and the area has been confirmed safe. A Deputy Incident Controller and designated HSE personnel provide backup where required.



Workers should know whose instructions to follow. Supervisors should know whom they report to. ERT members should know who deploys them. Security staff should know who controls entry into affected areas.

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

“The middle of an emergency is not the time to decide who is in charge. The command structure must already be understood. When supervisors, responders and workers follow one clear line of instruction, unnecessary confusion is reduced.”

RAISING THE ALARM AND COMMUNICATING CLEARLY

The first person who sees an emergency should report it immediately.

The message does not need to be long. It should give enough information for the response to begin.

A useful first report should state:

- What has happened
- Where it has happened
- Whether anyone is injured or missing
- Whether fire, gas, electricity or another hazard is still present
- What immediate support may be required

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Emergency communication should not depend on one system. Sirens, walkie-talkies, loudspeakers and verbal warning may all form part of the response. If power or electronic systems fail, manual and verbal communication must still be available. The SSORP training material gives specific attention to backup communication and avoiding rumours or conflicting instructions.

Muhammad Usman, Coordinator in Pakistan, explains:

“In an emergency, workers need simple instructions. Raise the alarm, give the location, describe the hazard and move to the safe area. A short correct message is more useful than several people speaking at the same time.”



WHEN THE ALARM IS RAISED

Workers should:

- Stop affected work
- Warn people nearby
- Listen for authorised instructions
- Follow the designated evacuation route
- Report to the assembly point
- Remain available for head count
- Report useful information to the supervisor
- Stay away from the affected area unless trained and assigned to respond
- Wait for the all clear before returning

Do not return for tools, phones or personal belongings.

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EVACUATION AND ASSEMBLY

Evacuation routes must reflect the real worksite.

A worker inside an engine room may need more time to reach an assembly point than someone in an open yard. A worker at height may need a safe descent route. A worker in the intertidal zone may require a different path from someone in the back yard.

Routes should be inspected regularly and kept clear.

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HEAD COUNT AND ACCOUNTABILITY

Reaching the assembly point does not complete the evacuation.

The next task is to confirm that everyone has reached safety.

Supervisors should know how many people were working in their teams. Contractors and visitors also need to be included in accountability arrangements.

The SSORP training uses a two-stage head count. The first is carried out after evacuation. ERT members who are actively responding are recorded separately. A second count is completed after the emergency is controlled and responders have returned. If a person is missing, the last known location and work activity should be reported immediately.

A missing person should not trigger an uncontrolled search by co-workers.

The Incident Controller and trained responders need accurate information so that rescue can be planned.

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HEAD COUNT QUESTIONS

Supervisors should know:

- How many people were in the team
- Whether everyone is present
- Whether contractors or visitors were included
- Who is missing
- Where the person was last seen
- What work the person was doing
- What hazards may exist at that location

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THE ROLE OF THE EMERGENCY RESPONSE TEAM

The ERT should be trained for the emergency situations identified in the yard's EPRP. Depending on the facility, team responsibilities may include firefighting, first aid, confined space rescue, height rescue, casualty recovery and spill control.

The SSORP training material makes a clear distinction between trained responders and untrained personnel. Unplanned rescue attempts can create additional casualties. ERT readiness means more than having names on a list.

Team members should know where equipment is stored, how to approach an affected area, how to communicate with the Incident Controller, how to isolate energy sources and when outside support is required.

CONFINED SPACE AND GAS EMERGENCIES

Confined space incidents require strict control. If a worker collapses inside a tank, hold, double bottom or another enclosed space, the attendant should raise the alarm and remain outside.

The SSORP training requires rescue to be carried out by trained ERT members using suitable equipment such as SCBA, harnesses, lifelines, suitable lighting and communication devices. Once the casualty is removed, first aid or CPR may be required while ambulance support is arranged. Gas emergencies may also affect adjacent work areas.

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Workers should move away from the affected location and access should be controlled. Rescuers should not enter a gas-affected area without the required respiratory protection and training.

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

“When somebody collapses, the natural reaction is to go towards that person. In a gas or confined space emergency, that reaction has to be controlled. Workers should raise the alarm and allow properly protected responders to carry out the rescue.”

FIRE, FALLS, ELECTRICAL AND ENVIRONMENTAL RESPONSE

Fire response depends on the size and nature of the fire.

A small fire may be controlled by trained personnel using the correct extinguisher if there is a safe escape route. If the fire spreads or involves gas, fuel or a larger area, the alarm should be raised and evacuation started. The Incident Controller may need to activate the ERT, isolate gas systems and call the external fire service.

A worker suspended in a harness also requires an organised rescue. Approved equipment and trained personnel should be used. If a person has fallen and spinal injury is suspected, unnecessary movement should be avoided unless immediate danger makes movement necessary.



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Environmental emergencies need their own response.

For a small oil or chemical spill, the source may be stopped if this can be done safely. Absorbents and booms can be used to limit spread. A major spill should be reported to the Incident Controller, who coordinates the response and any required external notification.

During an electrical emergency, an authorised person should isolate the power supply before any rescue is attempted, where practicable. The area must be secured to prevent contact with live parts. Rescue and first aid should begin only when it is safe to approach the casualty.

EMERGENCY EQUIPMENT MUST BE READY

Emergency equipment should be checked for use, not only for presence.

The yard may own extinguishers, breathing apparatus, stretchers, first aid kits and spill booms, but these are useful only if workers and responders can access them when needed.

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Checks should cover:

- Correct location
- Clear access
- Physical condition
- Inspection status
- Availability of trained users
- Quantity required for the expected emergency
- Backup equipment where needed

Rescue boats should also be inspected regularly where they form part of the emergency plan. The SSORP training identifies rescue boats for spill recovery, emergency access and vessel evacuation where normal routes are unavailable.

EMERGENCY DRILLS TEST THE PLAN

A drill should test more than evacuation speed. It should test the complete response.

The SSORP training material uses drills to test alarms, communication, evacuation, head count, ERT mobilisation, response discipline and coordination between teams.

A realistic drill may begin with a scenario such as:

- A worker collapses inside a tank
- Smoke is reported from a vessel compartment
- A worker is suspended after a fall
- A fuel hose fails near the shoreline
- A gas detector alarms near an active work area

The drill should then test whether the response works.

Who raises the alarm?

Does the message identify the correct location?

Can the ERT reach the area with the right equipment?

Are workers kept away from danger?

Is evacuation orderly?

Can supervisors account for everyone?

Can an ambulance reach the designated location?

Does anyone re-enter before the all clear?

Dr. Anand Hiremath explains:

“A drill that finds a weakness has done useful work. If a radio cannot be heard, an access route is blocked or equipment takes too long to reach the casualty, the yard has found something that can be corrected before a real emergency.”



A PRACTICAL EPRP DRILL SHOULD TEST

- Alarm activation
- Communication with the Incident Controller
- ERT mobilisation time
- Emergency equipment readiness
- Evacuation routes
- Assembly point discipline
- Head count accuracy
- Missing person reporting
- First aid response
- External emergency contact
- Ambulance or fire service access
- Communication during power failure
- Final all-clear procedure

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POST-EMERGENCY REVIEW

Emergency preparedness continues after the immediate incident is controlled. Work should restart only after the authorised all clear.

The response should then be reviewed while the details are still clear. The SSORP training framework calls for response evaluation, identification of gaps, corrective actions and updates to the emergency plan.

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The review should consider questions such as:

Was the alarm heard?

Did workers know where to go?

Was the Incident Controller informed quickly?

Did the ERT arrive with the correct equipment?

Was the head count accurate?

Could the ambulance or fire service enter without delay?

Did anyone attempt an unsafe rescue?

Were evacuation routes suitable for the actual condition of the vessel?

Each gap should result in a clear action.

If an alarm cannot be heard inside a machinery space, communication arrangements need to change.

If SCBA takes too long to reach the rescue team, its location should be reviewed.

If supervisors cannot account for contractors, the attendance and head-count system needs attention.

This is how lessons from drills and incidents improve the working EPRP.

PRACTICAL EPRP CHECKLIST

Before work:

- Emergency contacts are current
- Incident Controller arrangements are clear
- ERT availability is confirmed
- Evacuation routes are accessible
- Assembly areas are clear
- Alarms and radios are working
- Rescue and firefighting equipment is ready
- First aid arrangements are available
- Ambulance access is clear
- Supervisors know the number of people in their teams

During an emergency:

- Raise the alarm
- Give the correct location

- Stop affected work
- Follow authorised instructions
- Keep non-response personnel away
- Evacuate to the assembly point
- Conduct head count
- Report missing persons
- Allow only trained responders into hazardous areas
- Wait for the all clear

After the emergency:

- Complete the final head count
- Review response time
- Identify communication or equipment gaps
- Record corrective actions
- Update the EPRP where required
- Brief workers on lessons learned

MAINTAINING READINESS

Emergency preparedness can weaken gradually if it is not checked.

A route can become blocked. A radio battery can fail. A trained responder can be absent. An extinguisher can be moved. A vessel access point can disappear during dismantling.

Small changes can affect the response even though the written EPRP remains unchanged.

For this reason, supervisors and HSE personnel should include emergency readiness in normal workplace checks. Workers should also report blocked routes, damaged signs, inaccessible equipment and communication problems before an emergency occurs. The objective is simple. When something goes wrong, people should not need to invent the response.

They should recognise the emergency, raise the alarm, follow the command structure, move to safety, account for personnel and allow trained responders to act.

Dr. Anand Hiremath summarises:

“Preparedness is proven in the first few minutes. If workers know the alarm, the route and the assembly point, if supervisors can account for their teams, and if trained responders can reach the emergency with the right equipment, the EPRP is doing what it was designed to do.”

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**“Preparedness turns confusion into control
when every second matters.”**



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ROUND-UP OF MONTHLY TRAINING ACTIVITIES – EFFECTIVE IMPLEMENTATION OF EMERGENCY PREPAREDNESS AND RESPONSE PLAN

Country	Training No.	Yard	Course Date	No. of Trainees
 Bangladesh	883	Mehreen Ship Recycling	05-07-2026	15
	884	SH Enterprise	04-08-2026	35
	885	Mother Steel Ltd.	09-08-2026	30
	886	BOB Recyclers	15-08-2026	22
	892	ZH Steel Ltd.	18-08-2026	18
	896	Janata Steels Ltd.	25-08-2026	13
 India	887	Shree Ram Shipping Industries Pvt. Ltd	20-08-2026	27
	888	Leela Greenship Recycling Pvt. Ltd.	24-08-2026	22
	889	Leela Ship Recycling Pvt. Ltd.	24-08-2026	14
	893	Leela Responsible Recycling LLP	27-08-2026	30
	894	Leela Sustainable Ship Recycling Pvt Ltd	27-08-2026	16
	895	Navyug Ship Breaking Co.	27-08-2026	18
 Pakistan	890	Prime Green Recyclers	24/8/2026	24
	891	SAP Green Recycling	24/8/2026	9

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