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### Registration Form

Title: Prof /Dr/ Capt / Er / Mr / Ms

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### Sponsorship for International Conference:

We, on behalf of (organization name) ..... wish to sponsor the Conference for the following categories:

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Please email the form to Harbour & Ocean Engineering office:

Convener : Dr. K. Thiruvenkataswamy

E-Mail: [swamy2667@gmail.com](mailto:swamy2667@gmail.com)

Co-Convener: Dr. J. Rajaraman

E-Mail: [rajaraman.usha44@gmail.com](mailto:rajaraman.usha44@gmail.com)

### Organizing Committee

Dr. L.Senthilnathan

Mr. P. Mohammed Rajab

Ms. Keerthi Raj

### Important Dates

Abstracts Submission : 4<sup>th</sup> September 2018

Acceptance of Abstract : 6<sup>th</sup> September 2018

Paper presentation : 10&11<sup>th</sup> September 2018

### Best paper Award:

To recognize the outstanding contribution in the conference themes will be felicitated with “Best Paper Award”



## INTERNATIONAL CONFERENCE ON

## ENVIRONMENTAL IMPACTS OF SHIP RECYCLING AND REMEDIAL MEASURES

Organizing by



**AMET**  
ACADEMY OF MARITIME EDUCATION AND TRAINING  
**DEEMED TO BE UNIVERSITY**  
(Under Section 3 of UGC Act 1956)

**Department of Harbour &  
Ocean Engineering**

**September 10<sup>th</sup> & 11<sup>th</sup>, 2018**

**Venue: Shri Janakiraman Auditorium,  
AMET UNIVERSITY**

**135, East Coast Road, Kanathur,**

## AMET University

AMET University, situated at City of Chennai, is a state of the art establishment totally dedicated to the dissemination of knowledge to the Shipping Industry. It is the only University of its kind in India that caters to the needs of Maritime and Port Industry not just in India, but also world over. In providing Quality Assurance, AMET has obtained Certification to ISO 9001: 2000 Standards from Det Norske VERITAS, Norway.

The Collaborations between AMET University & the various world leaders in the Maritime and Port Industry shall prove to be very successful & definitely Indian Youth to look forward for career in entire range of activities in Port Industry, globally. The growing needs for development of port infrastructure warrants construction of advanced port facilities. This has given rise to many new dimensions in the development of the port sector in the country. Design of marine structures against the hostile wave climate becomes a challenging task for coastal engineers. There is a huge need of Coastal and Harbour engineers to meet the industrial need both in India as well as worldwide.

## Department of Harbour & Ocean Engineering

The Department is well-equipped with world class modeling software, viz., DHI's MIKE21, TUNAMI N2, PLAXIS, STADDPRO, MATLAB, Hydrographic Survey and Concrete Technology laboratory. The passed out students of B.E.(Harbour & Ocean Engineering) have been placed in World MNC's like, HOWE (India), DHARTI Dredging, Von Oord Dredging, URS-Scotwilson, STUP Consultants, ZaBEC Marine, Sarathy Geotech, DEME, Meka Dredging, I-Maritime, ISDPL, INDOMER, etc.,

## Significance of the Conference

Ship recycling's are a neglected area of resource management, research and investigation. They are increasingly being considered as important marine resources despite being nonrenewable. However, they are increasingly subject to impacts given the rate of global marine and coastal development. The recycling involves dismantling of a ship includes removing the equipment and breaking the hull. Ship dismantling meets many of the characteristics of recycling but on the other hand because of its adverse environmental effects it is rarely referred to as recycling. A very high recycling rate can be reached especially with tanker ships because the share of the ship's steel hull from the total mass of the vessel is significant.

Ships, like all commercial products at some point, reach the age when it is no longer profitable to repair or maintain them. In most of the cases this means that the ship will be dismantled, while there are no reasonable alternatives. Dismantling of ships is reasonable because simultaneously it is also recycling. The average life cycle for ships, from "cradle to grave", is around 25-30 operational years. Replacing older vessels constantly by new tonnage is natural in the commercial environment. While the fleet is renewed worldwide ships are safer and more efficient to operate, designed more environmentally friendly and cause less risk to marine ecosystem and ship operators. The greatest concerns in ship dismantling are directed at Health, Safety and Environment (HSE) violations. Although the industry meets many features that are characteristic to recycling it is hard to see ship dismantling practically as a sustainable action as it is handled on the beaches of Asia.

## Objective of the Programme

The aim of this conference is to share knowledge and experience of the analysis, research investigations, impacts mitigations, among scientists, engineers, researchers and academic professors in India and abroad.

## Key topics to be covered in this conference

- ⇒ **Impact assessment on ship recycling sites**
- ⇒ **Harmful effects of ship recycling**
- ⇒ **Efficient recycling protocols**
- ⇒ **Sustainable practices and conversion of artificial nurseries for marine animals**
- ⇒ **Impact on coastal livelihoods**
- ⇒ **Effective monitoring of ship recycling sites and contingency plans**
- ⇒ **Management actions on ship recycle**

## Who can apply

PG students, Research scholars, Academicians, Scientists, shipping managements authorities, officials from government bodies managing coastal activities

## Registration fee:

PG Students	- INR500
Research Scholars	- INR750
Academicians	- INR1500
Scientists & Other	- INR2000

## Bank Details

The registration fee should be sent through a demand draft (DD) from any Nationalized bank drawn in favour of Academy of Maritime Education and Training (AMET) University—Projects and Grants payable at Chennai.