VISION

Our vision is that vessels are recycled in facilities that ensure clean, safe, and just practices, offering decent and safe jobs. Our commitment to finding sustainable global solutions is based on the respect for human rights and the principles of environmental justice, producer responsibility, ‘polluter pays’ and clean production.

MISSION

To advocate for clean, safe and just ship recycling globally in respect of human rights, core labour standards and environmental justice, and for the prevention of dirty and dangerous practices, such as the dumping of ships on the beaches of developing countries.

ABOUT US

The NGO Shipbreaking Platform is a coalition of environmental, human- and labour rights organisations working to promote safe and environmentally sound ship recycling globally. The Platform was first created in September 2005 after several NGOs working on the issue noticed that a broader base of support, a stronger network of organisations from ship-owning and shipbreaking countries, and a long-term approach were needed to challenge the political clout of the shipping industry.

The coalition quickly evolved from being a European Platform to a global one, including NGOs based in the major shipbreaking countries India, Bangladesh, Pakistan and Turkey. It now has 18 member organisations and six partners in 12 countries. The Platform is recognised by United Nations agencies, the European Union and leading media outlets as the pre-eminent international civil society advocacy organisation on ship recycling.

(Editorial)

These past two years the Platform has won support for sustainable ship recycling in the financial sector while raising the stakes for ship owners who break their ships irresponsibly on South Asian beaches. New milestones in international law and corporate accountability have made these past two years encouraging and motivating.

Recognising the power of the financial sector to motivate the decisions of ship owners, the Platform Secretariat reached out to marine insurers in 2019. As a result of these efforts, the International Union of Marine Insurers, which represents over 45 national marine insurance associations and 90 percent of the world’s marine insurance premium, announced that ship recycling would be one of their environmental, social and governance focus areas. Our work with banks and investment funds further saw the Norwegian Central Bank divest from Evergreen shipping company in 2018 for selling its ships for breaking on the beaches of Bangladesh.

We are further thrilled to report new laws that will move ship owners away from dangerous scrapping and towards sustainable ship recycling. The Basel Ban Amendment, long advocated by the Basel Action Network and other Platform members, became international law in 2019 and bars developed EU and OECD nations from exporting hazardous wastes to developing countries. In addition, the Platform Secretariat successfully countered industry efforts to delay the requirement for recycling of EU flagged vessels at EU audited and approved ship recycling yards. After hearing the Platform’s evidence that EU list of approved ship recyclers had sufficient capacity to recycle Europe’s end-of-life ships, Commissioner Vella determined to put the list into operation without delay.

The Platform worked closely with law enforcement officials and legal firms in 2019 to hold shipowners accountable for breaking ships in dangerous and polluting yards. The Leigh Day law firm broke new ground when it sued the shipping consortium, Maran UK, for the fatal accident of a worker who died breaking the company’s ship in Bangladesh and for failing to exercise due diligence when the company sold its ship for breaking at the substandard yard. Elsewhere, the Norwegian police economic crime unit, alerted by the Platform, is for the first time investigating a Norwegian ship-owner, as well as its insurance company and surveyor, for intent to illegally export a vessel for scrapping in South Asia. Taking note of the Platform’s contribution to these and other cases, Europe’s last year invited the Platform to brief its organization on illegal exports of end-of-life ships.

On the ground, the “Life Boat Project” led by Platform members, BELA, OSHE and VPA, empowered workers by providing a safe space where workers could meet in solidarity, learn about their rights, and receive legal and medical assistance. The Secretariat managed a three-year grant from the US State Department to coordinate the project, which is now self-directed by workers in Chittagong. In India, our data and research were instrumental in helping journalists and researchers expose the appalling labor conditions behind the greenwash campaigns in Alang.

High levels of mercury and other hazardous wastes make scrapping of floating oil and gas units especially dangerous and are a concern as their oversupply is sending more of such units for breaking on the beaches of India, Bangladesh and Pakistan. Cases such as the FPSO North Sea Producer, whose import, beaching and breaking the Bangladesh Supreme Court ruled illegal, the detention of Diamond Offshore units by the US Government and the Energy Protection Agency following an alert by the Platform; and notifying Bangladesh and Indian authorities on exports of mercury-vended floating units exemplify our efforts to counter this trend. In 2019 with support from Norway’s government pension fund (KF) and the European Commission, the Platform reported on the demolition for end-of-life floating oil and gas units. We will continue to focus on the oil and gas sector in 2020 with support from Royal Academy of Engineering and Lloyds Register Foundation.

Looking forwards change will come through leadership, incentives and accountability. This year the Board added a new position to the Secretariat to cultivate leadership within the shipping and financial sectors. We continue to push for incentives such as using recycled scrap steel in public procurement or levying port fees on vessels breaking on the beaches of Bangladesh. After a ship is recycled at an approved yard, integrating ship recycling with ship building may innovate design, provide a stable recycling platform or new opportunities for currently marginalized shipbreaking workers. Yet despite its complexities, ship recycling isn’t rocket science. Technologies for safer recycling exist. The Platform has documented over 400 deaths in the shipbreaking yards since 2009. Companies can save lives by recycling their ship on a quayside or in drydock.

We thank the European Commission and the LIFE programme for their support.

ABOUT THIS REPORT

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Helena Pétriver
President of the Board
NGO Shipbreaking Platform
Just as the goods they transport, ships too become waste when they reach the end of their operational lives. When compared to sinking or abandonment, recycling is by far the most environmentally-friendly and economically sound way of getting rid of old ships, as it ensures the reuse of valuable resources such as steel. Ship recycling is, however, a heavy and hazardous industry that exposes both workers and the environment to a great number of risks, and today, only a fraction of end-of-life vessels are disposed of in a safe and environmentally sound manner.

Most ships are taken apart under rudimentary conditions on the beaches of Alang in India, Chittagong in Bangladesh and Gadani in Pakistan. There, vessels are grounded deliberately during high tide. Breaking operations usually take place during low tide when the ship is not submerged by the sea. The human and environmental toll of the shipbreaking activities on these three beaches is devastating due to the lack of adequate infrastructure, equipment and procedures to prevent accidents and pollution.

Ship owners, on the other hand, earn USD millions more by selling their obsolete vessels to yards that use the low-cost method of beaching and exploit vulnerable workers, local communities and fragile ecosystems.

WHAT IS THE PROBLEM?

Most environmentally-friendly and economically sound way of getting rid of old ships, as it ensures the reuse of valuable resources such as steel. Ship recycling is, however, a heavy and hazardous industry that exposes both workers and the environment to a great number of risks, and today, only a fraction of end-of-life vessels are disposed of in a safe and environmentally sound manner.

DIRTY PRACTICES

Millions of tons of hazardous wastes are exported to South Asia in the form of end-of-life ships each year. Ships contain numerous toxic materials such as asbestos, polychlorinated biphenyls (PCBs), oil residues and heavy metals. By not properly managing these materials, there is a risk of exposure that can harm both workers and the environment. When ships are grounded, pulled and broken apart on intertidal mudflats, there are no means to contain or remediate pollution. Instead, the tide washes away debris, paint chips and oil spillages. The pollution, as well as the uprooting of coastal vegetation, including protected mangrove forests, endanger the biodiversity of the coastal areas and affect the livelihoods of the local fishing communities.

In most cases, the hazardous substances built into the structure of the vessels are not even properly identified and therefore harm workers unknowingly. Large amounts of hazardous materials are further either illegally dumped or resold in local markets. In Bangladesh and Pakistan there is no waste treatment, storage and disposal facility. In India, it is furthermore still legal to resell asbestos contaminated material.

The beaches themselves were set up without environmental impact assessments having been made, and they continue to operate without being subject to thorough environmental monitoring.

DANGEROUS PRACTICES

Shipbreaking is according to the International Labour Organisation (ILO) one of the most dangerous jobs in the world. When conducted on tidal beaches, without proper infrastructure to allow for rapid emergency response and the safe use of heavy lifting cranes, the danger workers are exposed to, of course, increases.

On the South Asian beaches unskilled migrant workers are deployed by the thousands to break down the vessels manually. Without protective gear, they cut wires, pipes and blast through ship hulls with blowtorches. Accidents kill or maim numerous workers each year, and the situation is worsened by the fact that in the vicinity of the shipbreaking beaches there are no hospital facilities capable of providing the necessary medical treatment to severely injured workers. Loss of life and serious injuries are caused by suffocation, explosions, falls from great height and crushing down of heavy steel plates. Since 2009, the Platform and its local members have documented at least 400 fatalities at the beach yards. Due to the many ships being directly engaged with recycling facilities in Europe, Turkey, US or China, the vast majority of ship owners sell their obsolete vessels to so-called ‘cash buyers’. Cash buyers are scrap-dealers and dealers who specialise in the trade of end-of-life vessels. Any deal struck with a cash buyer is hence a demolition deal.

Ship owners obtain the highest price, upfront and in cash, for their end-of-life asset when selling to a cash buyer. Price is a clear and primary indicator of the final scrapping destination, and currently, the highest prices are offered by the worst yards. By using middlemen that change the registration, flag and name of the vessel on its final voyage, ship owners also seek to avoid any legal or reputational risks linked to the increasingly criticised beaching yards. Hiding behind concealed corporate structures and flags known for their poor implementation of international labour law and which are particularly popular with cash buyers, such as Comoros, Palau and St. Kitts and Nevis, it is extremely challenging for authorities to trace and hold ship owners accountable for these illicit practices.

Avoiding responsibility: cash buyers and flags of convenience

With the exception of responsible shipping companies that directly engage with recycling facilities in Europe, the majority of ship owners sell their obsolete vessels to so-called ‘cash buyers’. Cash buyers are scrap-dealers and dealers who specialise in the trade of end-of-life vessels. Any deal struck with a cash buyer is hence a demolition deal.

Clean and safe methods of ship recycling are available. The most sophisticated method is to dismantle the ship in a dry dock where it can be recycled under similar conditions to those under which it was built, maintained and repaired throughout its operational life: in a fully contained industrial site with the help of heavy machinery. A more widely practised alternative is pier-side demolition, as in China, Europe and the US. Here the ship is moored long-side at a quay, cut horizontally and heavy parts are lifted onto shore with the help of cranes. The lower part of the hull is then brought on a slipway and cut in a contained environment and impermeable surface. Under the EU Ship Recycling Regulation, the European Union (EU) maintains a list of approved ship recycling facilities. This list provides ship owners, and all stakeholders in the supply chain management, with a clear reference for sustainable solutions.
Each year the NGO Shipbreaking Platform collects data and publishes an annual list of ships dismantled worldwide. In 2018 and 2019, 1418 vessels were dismantled. 987 of these ships were sold for dirty and dangerous breaking on the beaches of South Asia. Whilst ship owners are increasingly portraying themselves as conscious of the problems caused by shipbreaking, the Chattogram shipbreaking yards in Bangladesh – where the protection of the environment and workers’ health and safety is particularly poor remained the preferred scrapping destination worldwide in terms of tonnage dismantled.

Most vessels scrapped in the biennium were tankers, followed by general cargo ships, container ships, bulk carriers, roll-on roll-offs, passenger vessels and oil platforms. Looking at the size of vessels scrapped on the beaches of South Asia, Pakistan received the largest vessels followed by Bangladesh, while Indian yards scrapped more medium-sized ships. Turkey tends to recycle smaller vessels on average. Thus, the larger the vessel the more likely that it will end up on a beach in Pakistan or Bangladesh – where the conditions are known to be the worst.

United Arab Emirates (UAE) and Greece top the list of country dumpers in 2018 and 2019. UAE owners were responsible for the highest absolute number of ships sold to South Asian shipbreaking yards: 106 ships in total. Since the Platform’s first compilation of data in 2009, Greek shipping companies have unceasingly topped the list of owners that opt for dirty and dangerous shipbreaking.

The number of European-owned and/or European-flagged vessels beached in 2018 and 2019 amounted to 271 ships. In terms of tonnage, European ship owners, from the EU and EFTA states, are responsible for almost one third of all ships sold for breaking to the beaching yards. The EU controls 40% of world operational fleet and thus has a particular responsibility to find solutions to the shipbreaking crisis and reverse the trend of unsustainable recycling.

Out of the 271 European vessels that were beached, only 10 were still sailing under a European flag during the last voyage. 27 vessels that had otherwise been operating under European flags, swapped their EU flag for a non-EU flag of convenience just weeks before hitting the beach in an attempt to circumvent EU law. The most popular end-of-life flags for vessels scrapped on the beaches in 2018 and 2019 were Comoros, Liberia, Palau, Panama and St Kitts and Nevis. The flags of Comoros, Palau and St Kitts and Nevis are almost exclusively used by cash buyers at end-of-life. These are flags known for their poor implementation of maritime law. Legislation based on flag state jurisdiction alone will not be successful in shifting the industry towards better practices. The Platform is therefore calling for incentives that incorporate the polluter pays principle, such as a return-scheme for ships collected at ports during operational life.

“Companies sell their end-of-life tonnage to the beaching yards as that is where they can make the highest profit. But these are profits made on the back of exploited workers and fragile ecosystems. The beaching yards are furthermore toxic hotspots, and, without a proper clean-up, the pollution caused by more than three decades of reckless shipbreaking will continue to harm the local environment and the communities that depend upon it for many years to come.”

Ingvild Jenssen, NGO Shipbreaking Platform Executive Director and Founder
WHAT IS THE ISSUE?

The beach in Alang, India is one of the main destinations for end-of-life vessels. Dangerous working conditions and pollution in Alang were first documented by Greenpeace in 1998. Following legal actions taken by local NGOs, the Indian Supreme Court directed the industry to align itself with national and international labour and environmental laws. The Government responded by adopting the Ship Recycling Code in 2013 and the setting up of a waste reception facility. Workers now receive a very basic training. Yet, the conditions in Alang remain deplorable as revealed by the Platform, independent journalists and researchers that have been able to visit the yards despite access becoming increasingly challenging. Reports and undercover footage expose breaches of labor rights, disregard for even the most basic health and safety standards, and extremely polluting practices. Yard owners are operating with impunity. According to local sources at least 14 workers died at the yards in 2018, making it one of the worst years for the Alang shipbreakers in terms of fatalities. In 2019, two deaths were recorded at yards that are upheld by industry stakeholders as having undergone the most improvements. Due to the lack of transparency in the sector, the real number of fatalities is expected to be higher. Furthermore, serious injuries are rarely recorded and occupational diseases are not documented at all.

The companies involved, as well as local authorities, seek to thwart public scrutiny of the deplorable conditions in Alang. They also seek to greenwash the recycling method with the handling out of misleading and privately issued certificates (see box on Statements of Compliance with the Hong Kong Convention).

WHAT HAVE WE DONE?

DEBUNKING INDUSTRY GREENWASHING

In the reports “Where ships go to die” and “The Hypocrisy of Better Beaches”, the Platform teamed up with Belgian journalist Gie Goris, Editor in Chief of MO* Magazine, to have a closer look at the practices in Alang and the political context behind the illegal trade of toxic waste ships. In Alang, Gie Goris met workers deprived of their rights and risking their health and safety on a daily basis for a meagre wage. With a focus on Swiss ship owners, it was revealed how companies such as container giant MSC, use the Alang beach to dispose of their floating toxic waste while boosting their profits. The stark contradiction between sustainability promises and actual practices, as well as the lobbying for double standards by embedded policymakers in Europe was uncovered. The research received Public Eye’s “Investigation Award”.

ALERTING AUTHORITIES OF ILLICIT PRACTICES: THE YETAGUN

The Platform, European Environmental Bureau (EEB) and Zero Mercury Group warned Indian authorities of the breach of international waste laws related to the export of the mercury-laden FSO YETAGUN, and urged India to halt the import of the contaminated ship. Despite an initial rejection, the permission to import the vessel was eventually given. The circumstances under which the beaching and breaking of the vessel were allowed remain unclear, but documents obtained by the Platform show that the Indian authorities admitted lacking capacity to detect mercury contamination beyond the slaps. E-mails and confidential documents obtained by Dutch investigative journalists at Zembla show that SBM Offshore, the owner of the FSO, attempted to conceal the high concentration of mercury in the ship’s steel, in order to avoid clean-up costs. In their statements to Zembla, SBM Offshore and the Indian shipbreaker maintained that the demolition was carried out in a safe way, and held forth a so-called Statement of Compliance with the Hong Kong Convention (see box) and inspection report - both issued by Japanese classification society ClassNK - as evidence. However, undercover recordings and discussions with several workers that dismantled the YETAGUN revealed a shocking account of the actual conditions at the beaching yard. Workers are not provided with appropriate personal protective equipment and were completely unaware of the poisonous mercury contamination. Several stated that full safety gear is distributed only when inspections take place. Toxicologists that have reviewed the documents on the hazardous materials onboard the YETAGUN say it is impossible that no high levels of mercury were detected during cutting operations, as claimed by ClassNK.

WHAT ARE STATEMENTS OF COMPLIANCE WITH THE HONG KONG CONVENTION?

From four yards in Alang receiving the first Statements of Compliance (SoC) with the Hong Kong Convention in 2015, more than 90 yards, out of a total of 154 yards, are now reported to have obtained such a Statement. The industry push to make beaching yards seem “green” has been promoted through the proliferated hand-outs of these Statements. Whilst these privately issued Statements assess the possibility for a given yard to comply with Hong Kong Convention requirements, the standards set by the convention have been strongly criticised for being too weak, ignoring also crucial issues such as labour rights and downstream waste management. The Statements do not look into a given practice of a yard, nor do they look into the adequacy of the claimed compliance. With a checklist approach, poor quality environmental monitoring even when the results of the monitoring are unreliable or blatantly deceptive, will for example qualify for obtaining a Statement. For these reasons, it is widely acknowledged by experts on ship recycling that the Statements do not provide the guarantee that the conditions at the yard are safe and environmentally sound. Yet, they are used to mislead stakeholders to believe that operations are sustainable.
WHAT IS THE ISSUE?

In terms of tonnage, the Chattogram yards have become the world’s top destination for end-of-life vessels. The conditions there are abysmal. Concerns include dire working conditions, high fatality rates, exploitation of child workers, severe pollution of air and the marine environment as well as the uncontrolled dumping of hazardous wastes. Journalists, including from National Geographic, the Guardian and Al Jazeera, have brought back shocking reports on the human rights abuses and environmental degradation caused by the shipbreaking activities.

In 2009, a landmark decision by the Supreme Court ordered the closure of the shipbreaking industry as none of the yards had the necessary environmental clearance to operate. After only two months of closure the yards were, however, allowed to re-open with incomplete authorisations in hand and little change in practice. In 2016, the Supreme Court therefore issued a contempt ruling against both the authorities and shipbreaking yard owners for continued breaches of national environmental and labour laws. Whilst the case is still ongoing, yards continue to operate in blatant breach of the Court’s decisions.

National laws are poorly implemented due to weak enforcement capacity, or deliberately ignored as a result of industry pressure. End-of-life vessels are imported with fake documents claiming that they are toxic-free. As a consequence, toxins are not properly detected or safely removed. The coastal ecosystem and the local communities depending on it are devastated by toxic spills. Currents and tides distribute the pollutants not only along the coast, but also further inland during the monsoon season. Since Bangladesh has no storage, treatment and disposal facility for hazardous wastes, these toxins are simply dumped or re-sold on the second-hand market, causing further harm to surrounding communities. The World Bank has estimated that between 2010 and 2030 Bangladesh will have imported 79,000 tons of asbestos; 240,000 tons of PCBs and 69,200 tons of toxic paints that originate from end-of-life ships.

Out of the three South Asian shipbreaking beaches, the Platform has by far recorded the highest number of fatalities in Bangladesh. In 2018 and 2019, the Platform documented the stories of 44 workers who were killed and 46 who suffered severe injuries. There is no ambulance available to bring injured workers to the nearest hospital. In 2016, a specialised hospital located an hour’s drive away from the yards. Not even emergency first aid equipment is available at many yards, nor do workers automatically receive financial support for necessary medical treatment.

Of particular concern at the shipbreaking yards in Bangladesh is the employment of children. It is illegal under Bangladesh’s Labour Act to employ children and adolescent workers in hazardous industries such as shipbreaking. Yet, in a recent study issued by the University of Chattogram, it was found that 13 percent of the workers were under the age of 18. Whilst exploitation of the youngest children seems to have ceased since the publication of a previous report by the Platform and member organisations, Young Power in Social Action (YPSA) and International Federation for Human Rights (FIDH) in 2008, many young teenagers between 15-17 years old are now offered work during nightshifts.

Holding the industry to account at the local level for the damages it causes is challenging. The yard owners are well connected both economically and politically. The capacity of local labour inspectors is almost non-existent. Local activists, journalists and workers who have been vocal about the dire conditions at the yards have thus found little support, and have even been threatened.

WHAT HAVE WE DONE?

LIFEBOAT PROJECT

With support from the US State Department, the Platform and its members Bangladesh Occupational Safety, Health and Environment Foundation (OSHE), Bangladesh Environmental Lawyers Association (BELA), and YPSA implemented a three-year project, the LIFEBOAT project, aimed at promoting internationally recognised labour rights in the shipbreaking sector and strengthening the engagement of the Child Labour Elimination Committee. The Platform’s member organisations in Bangladesh assisted the most vulnerable workers by providing free medical camps; legal assistance to workers that have suffered injuries; trainings to the families left behind following a fatal accident, so that they can obtain the compensation they are entitled to get according to Bangladesh law; trainings on occupational health and safety; and alternative vocational trainings to child workers so that they can gain the skills to find an employment which does not put their health and life at risk.

More than 100 complaints were filed in the Labour Court under the LIFEBOAT project on issues including verbal termination, lack of medical treatment and unpaid wages. The vast majority of the cases were successfully resolved. One particular case set an important precedent for increased compensation in the case of injury or death of a worker. With the help of the LIFEBOAT project, the mother of Shochindra, an under-aged worker who was killed in an accident on 21 May 2017, issued charges against one of the largest shipbreaking companies, Kabir Steel. Kabir Steel’s Managing Directors were summoned to appear in Court and ordered to pay 500,000 BDT (5,500 EUR) as compensation to Shochindra’s mother. Whilst the amount remains meagre, it was five times more than the average compensation fixed by little support, and have even been threatened.

MAERSK’S TOXIC TRADE: THE NORTH SEA PRODUCER

In August 2016, the FPSO NORTH SEA PRODUCER was beached in Chattogram, Bangladesh. The ship was allowed to leave the UK based on the detection of radiation levels higher than permitted. In a milestone judgement, on 14 November 2019, the Supreme Court of Bangladesh finally declared that the import, beaching and breaking of the FPSO NORTH SEA PRODUCER was illegal. The Court further noted with dismay the incessant violations of national and international laws by the shipbreaking industry, and passed several directions upon the government to regulate the sector in line with earlier rulings.

After winning the case on the illegal import and beaching of the NORTH SEA PRODUCER, the Platform is now urging the UK to hold the ship owners and cash buyer GMS accountable for the illegal export of the FPSO. Criminal investigations have been initiated by the UK environmental agency.

*The judgment is important in that it has expressly called the import, beaching and breaking permits illegal, and for the first time a breaker has been put off the breaking operation and the government has been given the steering. It is even more important because it has required the government to regulate the dubious roles of the cash buyers and restrict import from grey- and black-listed flag registries. This will surely make it difficult for the unscrupulous players to treat Bangladesh as a dumping ground.*

Syeda Rizwana Hasan, Supreme Court Lawyer and Director of Bangladesh Environmental Lawyers Association

*At least 44 workers died

*At least 46 workers were severely injured

© C.F.
The conditions at the shipbreaking yards in Pakistan are not any better. As in India and Bangladesh, the yards in Gadani operate directly on the beach without any impermeable and drained working areas to protect the sea and sand from pollution. As there is no infrastructure to deal with hazardous waste in Gadani, dangerous and polluting substances – such as asbestos, PCBs and residue oils – are simply dumped behind the shipbreaking area.

Workers’ health and safety are blatantly ignored in Gadani, and trade unions, such as the IndustriAll-affiliated Pakistan National Trade Union Federation (NTUF), have voiced strong concerns related to the systemic breaches of basic labour rights. Most of the shipbreaking workers in Gadani are migrant workers from the poorest regions of Pakistan.

Following the explosion on 1 November 2016 of the ACEs tanker, there has been increased awareness, nationally and internationally, of the dangers faced by the workers in the shipbreaking yards in Pakistan. Many workers lost their lives in the explosion that took the Pakistani military three days to extinguish. Without any ambulances available at the yards, it was also a major challenge to bring severely burnt workers to the nearest hospital in Karachi. Despite attempts by local and regional authorities to better regulate safety procedures at the yards, in the beginning of 2017, five workers lost their lives in another explosion on a tanker. This led to a moratorium on the import of tankers imposed by the government. Yet the ban was lifted in 2018, without concrete measures in place, such as mandatory gas-free-for-hot-work, to prevent the recurrencce of these tragedies.

Figures, however, clearly show a significant decline in shipbreaking activities in 2018 and 2019. This development is caused by several factors, including the devaluation of the Pakistani Rupee and imports of cheap metal billets from neighbouring countries, and has resulted in the closure of the majority of the yards and thus the return of migrant workers to their home villages.

“Gadani, once one of the world’s largest shipbreaking hubs, has now lost that status. There is no doubt that the major explosion on 1 November 2016 that killed at least 30 workers on the spot and severely burnt even more, revealed the catastrophic conditions at the yards and prompted both inquiry and adoption of more stringent safety regulations. However, whilst the safety at workplace as a result has slightly improved, no change occurred in beaching practices. That the coastal environment is now slowly showing signs of recovery is not due to any upgraded environmental management at the yards, but is rather a result of the significant decrease in the number of ships coming for breaking on the beach. Any attempts to revive the industry in Pakistan must ensure that the recycling operations take place in industrial zones where both the environment and workers can be protected.”

Dr. Irfan Khan, NGO Shipbreaking Platform Board Member

**WHAT IS THE ISSUE?**

**TURKEY**

Turkey dismantled 220 ships in 2018 and 2019, including several drilling ships and platforms. In comparison to South Asia, Turkey dismantles smaller vessels, many of them either EU-owned or EU-flagged. Aliaga is also a preferred destination for EU navy vessels.

Although Turkish yards do not beach vessels, the landing method which is used also poses environmental challenges, as the risk of slag and paint chips falling into the water is high. Through engagement with NGOs and labour rights groups, the Turkish Ship Recyclers Association remains attentive to constantly improving the industry practice, and the yards are open to independent researchers.

Six yards in Aliaga are currently included on the EU list of approved ship recycling facilities. In order to make it on the EU list, the yards are subject to on-site assessments of their environmental and social performance.

**REST OF THE WORLD**

**EUROPEAN UNION**

In December 2016, the EU published the list of ship recycling facilities that are approved according to the EU Ship Recycling Regulation and located in EU Member States. 34 out of 41 facilities approved so far are located in the EU. These yards are currently mainly recycling government-owned and smaller vessels, and operate grossly under-capacity. They have signalled that the promise of a larger market share would prompt investments to enlarge the yards so that they could recycle more as well as larger commercial ships.

**UNITED STATES**

In the US, facilities are able to recycle vessels in a safer and more environmentally friendly way than on the beaches of South Asia. Most facilities are located in Brownsville, Texas. One of these facilities has been included on the EU List.

**CHINA**

Several Chinese yards that have the capacity to recycle a substantial amount of large vessels alongside piers and in docks are currently out of business. As of 1 January 2019, China closed the market for the recycling of foreign flagged ships. This decision comes on the back of China’s efforts to crack down on pollution and waste producing industries in the country, and follows a ban on the import of a large number of hazardous wastes, including plastics.

**INDONESIA**

Smaller vessels are known to be breaking in Indonesia. Recent media investigations revealed appalling social and environmental conditions at a breaking yard located in Cilincing, North Jakarta.

**PHILIPPINES**

In the Philippines, the government has planned the construction of a ship recycling yard on the island of Negros. The construction is financed by Japanese corporation Tsuneishi Heavy Industries Inc. The Platform is assisting representatives of local NGOs, PDG and Save Hinoba-an Movement in halting the project, which currently involves land-grabbing of agricultural grounds and will negatively affect local communities, their livelihoods, as well as the coastal environment.

**OTHER RECYCLING DESTINATIONS**

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GETTING THE LEGAL FRAMEWORK RIGHT

WHAT IS THE ISSUE?

Under international environmental law, end-of-life vessels are considered hazardous waste. The export of hazardous waste to developing countries from the EU is prohibited under the EU Waste Shipment Regulation. On 5 December 2019 the Basel Convention’s Ban Amendment, which prohibits the export of hazardous waste, including end-of-life ships, from developed to developing countries became applicable at the international level. However, European and international law governing the trade of end-of-life ships is easy to circumvent for ship owners. Under the pretext of continued operational use or repair work, most ship owners do not declare their intent to dispose their vessels and thus escape from law enforcement.

The industry-driven International Maritime Organisation (IMO) adopted the Hong Kong Convention which does not ban beaching; does not regulate the downstream management of hazardous wastes; sets no standards for labour rights; and provides no independent certification and auditing scheme for the recycling facilities. On 30 December 2018 the new EU Ship Recycling Regulation became applicable. The standard for safe and environmentally sound ship recycling set by the EU is an important step in the right direction.

WHAT HAVE WE DONE?

DEBUNKING FALSE INDUSTRY ARGUMENTS

The Platform published a report on the recycling capacity that is available on the EU List of approved ship recycling facilities in September 2018 together with member organisation Transport & Environment. As the application date for the EU Ship Recycling Regulation was approaching, the European shipping industry sought to undermine the Regulation by claiming that it could not become applicable without considerable recycling capacity added to the list. Their call was for the EU to postpone the application date of the new law. Today, the EU List has been expanded to include 41 approved ship recycling facilities. Whilst several Indian beaching yards have applied for approval, none of them have been able to prove that they meet the standards set by the Regulation.

HOUSING INDUSTRY TO ACCOUNT FOR ILLICIT PRACTICES

The Platform has prompted several criminal investigations by EU enforcement authorities against shipping companies involved in the illegal export of end-of-life vessels to South Asia beaches. In January 2018, the Platform alerted Scottish Environmental authorities (SEPA), of the imminent illegal export of three floating rigs from the Cromarty Firth. The rigs had been sold to cash buyer GMS by Diamond Offshore. SEPA halted the movement of the platforms and pre-defined the cold-stacked rigs as hazardous waste. The units are currently still being detained, and are not able to leave Scotland unless the recycling destination is allowed under the EU Waste Shipment Regulation. The Platform also alerted local oil and gas trade unions of the case and has worked with National Union of Rail, Maritime and Transport Workers (RMT) to raise the issue of the decommissioning of floating oil and gas structures in both the Scottish Parliament and UK Parliament, demanding that the UK government develop a strategy for the safe and clean recycling of the North Sea structures.

In Norway, the HARRIER case is under investigation by the Economic Crimes Division of the police. The ship owner and cash buyer have been charged for their attempt to illegally export the vessel to Pakistan. The insurance company and Marine Warranty Surveyor Aqualis Offshore are both under investigation for having aided the intended illegal export. Cash buyer Wirana has already been fined 7 million NOK (approx. 640,000 EUR), and the cases against both ship owner EIDE and Marine Warranty Surveyor Aqualis Offshore are now scheduled to be heard by the Court. After having been detained in Norway for more than a year, the HARRIER was allowed to leave for recycling in Aliağa, Turkey. However, a major oil spill in the Izmir region caused by the vessel on its final voyage to the Turkish recycling yard led to the arrest of the ship. The HARRIER remained stuck at the Turkish recycling yard for more than one year as cash buyer Wirana simply ‘vanished’ after having delivered the ship, dodging both the clean-up costs and fine issued by Turkish authorities. The recycling operations finally started in February 2020 – three years after the attempt to illegally export the vessel to Gadani, Pakistan.

The Platform is now engaging with also Europol and Interpol on ‘illegal ship-breaking’. They aim at enhancing collaboration between different national police forces. To raise broader public awareness, the Platform has worked closely with investigative journalists focusing on specific cases of illegal exports of waste ships: Dutch investigative journalists published a damning report for offshore company SBM that sold a mercury-contaminated tanker to Alang, India; BBC investigative journalists released their report on the illicit practices of Diamond Offshore and cash buyer GMS, as well as the connivance of local Indian authorities, in March 2020.
Criminalising illegal conduct plays a key role in changing corporate incentive structures. Sufficiently high and dissuasive penalties, also for inciting, aiding and abetting offences need to be ensured. Within that scope, the liability of auditors, insurers and private certification schemes, should be explored and accounted for.

**FOCUS ON THE CIRCULAR ECONOMY**

The Platform advocates for the adoption of incentives to facilitate a level playing field and increase the supply of ships to facilities with high environmental and safety standards. A return-scheme for ships where moneys are collected and safety standards. A return-scheme to facilities with high environmental standards. A return-scheme to facilities with high environmental standards.

To raise awareness on how to boost a toxic-free future in line with the Circular Economy, the Platform and its member organisation FIDH, organised in October 2019 two panel debates moderated by chief editor of MO* Magazine. The UN Special Rapporteur on Toxics and Human Rights gave an opening key-note speech. Platform member organisation Basel Action Network (BAN) presented the Circular Economy and waste trade, before being joined on stage by the European Environmental Bureau (EEB) and the UN Special Rapporteur to discuss measures that will support the transition to Circular Economy models.

BELA and FIDH joined the Belgian Federal Police in a second debate that focused on corporate liability for toxic trade. The event was organised during the Brussels 15 Days for International Solidarity with the support of the City of Brussels, and included also the performance With Bare Hands LIVE.

**WHAT IS THE ISSUE?**

The vast majority of ship owners do not take responsible decisions when getting rid of their old ships. Instead, they sell their vessel to scrap dealers known as cash buyers. These companies offer ship owners the highest price – upfront and in cash – for end-of-life vessels. They will manage the ship on its last voyage, as well as rename and reflag it, often to the worst performing flags in the world, as part of their business model.

Registering also the ships under anonymous post box companies, it becomes challenging for authorities to hold cash buyers accountable for their illicit business practices. Ship owners will claim that their responsibility ends upon concluding a deal with a cash buyer, and thus seek to avoid any financial, liability or reputational risks upon concluding a deal with a cash buyer. These companies offer their vessel to scrap dealers known as cash buyers. These companies offer their vessel to scrap dealers known as cash buyers. These companies offer their vessel to scrap dealers known as cash buyers.

WHAT HAVE WE DONE?

PROMPTED ENGAGEMENT FROM FINANCERS

Profits made on the back of people and the environment are not acceptable with the slowly increasing focus on environmental, social and governance criteria for investments. Through what is known as “negative screening”, investors are using the annual lists that the Platform publishes on global dumpers to screen their asset values.

**CALL FOR ACTION**

We call upon the European Union to maintain high standards when publishing its list of approved ship recycling facilities and not to give in to shipping interests that want to continue earning dirty money by using the dangerous, polluting and low-cost method of beach-breaking. We also call upon the Member States to support the introduction of a financial scheme based on the polluter pays principle that would incentivise ship owners to opt for a ship recycling facility on the EU list.

**MILESTONE INVESTORS DIVESTING**

In January 2018, the Norwegian Central Bank decided to exclude four ship owners, including Evergreen, from the Government Pension Fund Global (GPFG), the world’s largest sovereign fund. The exclusion was made public and with written explanations. Both the breach of international human rights and the severe environmental damage caused by beaching were highlighted as reasons for the divestments. According to the Council on Ethics of GPFG, selling a vessel to a beaching yard via a cash buyer “is a consequence of an active choice on the part of the company that owned the vessel to maximise its profit. In the Council’s opinion, that company must shoulder an independent responsibility for doing so. There are better ways of dismantling ships that are readily available to the ship owner, but these are more expensive”.

This precedent-setting divestment was followed by Norwegian pension fund KLP that excluded the same companies. Both investors have signalled that they may take further action on companies that break their vessels also in India.
Following investigations in Norway on the possible criminal liability of insurance companies in aiding illegal waste trafficking, the Platform has been solicited to present the shipbreaking issue to the insurance sector. In June 2019 the Platform spoke at an event organised by the largest P&I ship insurer, Gard. Underwriters, brokers and shipping companies were present, and co-presenters on the ship recycling issue included DNB bank, Wilhelmsen shipping company and a shipping lawyer. Jointly, all presentations offered strong arguments for sustainable ship recycling from an environmental, labour rights, legal, financial and ethical point of view. In September 2019, the Platform was invited to speak at the Annual Conference of the International Union of Marine Insurers (IUMI) in Toronto, Canada. IUMI represents more than 40 national marine insurance and reinsurance associations, and through their respective memberships covers more than 90% of the world’s marine insurance premium. Following the conference, the Platform has been contacted by several insurance companies for advice on how they can contribute to raising the standards of ship recycling. IUMI further announced that ship recycling would be one of their future focus areas with regards to screening their business up against Environmental, Social and Governance (ESG) issues.

**HIGHLIGHTING EMERGING CHALLENGES**

With the oil and gas sector seeing a downturn since 2014, the Platform has documented an increasing number of offshore units sold for scrap. More than 200 floating oil and gas structures have been decommissioned by the Platform as scrapped globally since 2015 – an estimated 40% of these assets ended up on South Asian beaches, where they were broken up under conditions that cause irreparable damage to the coastal environment and put workers’ lives and health at risk. Mercury and radioactive contamination are of particular concern on so-called floating production and storage units.

The Platform published a report on the decommissioning of floating oil and gas structures in the North Sea. These units are effectively covered by the EU Ship Recycling Regulation and/or the EU Waste Shipment Regulation. The report outlines clear indicators for when assets in the North Sea are likely to be decommissioned and identifies solutions for their safe and environmentally sound recycling. The report was launched during an event hosted by pension fund KLP in Oslo.

So far, the only structure which operated in the North Sea and has been traced to a South Asian beaching yard is the FPSO NORTH SEA PRODUCER. The Platform has, however, revealed that units operating in East Asia have been sold for scrapping to the beaching yards with false inventories claiming that they are free of mercury contamination. With support from the Royal Academy of Engineering and Lloyd’s Register Foundation, the Platform will continue to focus on the particular end-of-life challenges of the oil and gas sector.

**FOCUS ON BRAZIL**

Also in Brazil there is an increasing inventory of oil and gas units that will need to be decommissioned in the coming years. Via presentations at conferences on ship recycling and offshore decommissioning organised by SOBENA in Rio de Janeiro, the Platform has engaged with Brazilian ship recycling yards, environmental authorities and researchers that focus on corporate accountability. These exchanges have brought valuable insights in other sectors, such as cocoa-farming and textiles, that also face similar problems with regards to poor conditions and weak auditing schemes that are not able to detect violations, in some cases even designed not to detect violations as a way of hiding exploitation. The EU Ship Recycling Regulation provides in that sense for a strong case of EU auditing practices in third countries and could be used as an example to follow in other sectors and supply chains.

**RECOGNISING BEST PRACTICE**

The Platform has engaged with the UN Special Rapporteur on Human Rights and Toxics, as well as NGOs, lawyers and researchers to focus on corporate accountability. These exchanges have brought valuable insights in other sectors, such as cocoa-farming and textiles, that also face similar problems with regards to poor conditions and weak auditing schemes that are not able to detect violations, in some cases even designed not to detect violations as a way of hiding exploitation. The EU Ship Recycling Regulation provides in that sense for a strong case of EU auditing practices in third countries and could be used as an example to follow in other sectors and supply chains. In light of the Platform’s successes in prompting criminal investigations, the Platform was also asked to share its experiences working on human rights corporate liability at events organised by Amnesty International and partner organisations such as Corporate Accountability International.

**CALL FOR ACTION**

We call upon ship owners globally to use modern industrial ship recycling facilities - off the beach – that can ensure clean and safe practices in line with international environmental and labour rights standards. We expect shipping companies to exercise due diligence and use the upcoming European list of ship recycling facilities. We also call on cargo owners and the financiers of shipping to demand clean and safe ship recycling from the ship owners they do business with by including contractual clauses that require the use of ship recycling facilities on the EU list.
EXPOSING FACTS, INFORMING STAKEHOLDERS: OUR OUTREACH IN THE PRESS AND ON SOCIAL MEDIA

PRESS HIGHLIGHTS

PERFORMANCE: WITH BARE HANDS LIVE

With Bare Hands LIVE is a performance in which live music, video, and the testimonies of the people directly affected by one of the most dangerous industries in the world are combined to create a unique narrative experience. With Bare Hands LIVE, created by graphic designer Isacco Chiaf in collaboration with Medeber Teatro, gives the web-documentary With Bare Hands a new dimension. In 2019, the Platform supported the realisation of the performance in different venues and events in Belgium, including the festival 15 Days for International Solidarity organised by the City of Brussels.

Serenella Martufi, Medeber Teatro

RECENT PUBLICATIONS

This work casts a light on a virtually hidden human and environmental tragedy. At every performance, my hope is for even just one member of the audience to open their eyes to the deadly dynamics of our profit-based society and decide to do whatever is in their power to challenge them.
A VIBRANT GLOBAL NETWORK
ORGANISATIONAL DEVELOPMENT

The NGO Shipbreaking Platform is a coalition of 18 environmental, human and labour rights organisations. The Platform’s Board Members include international experts in a wide range of sectors related to maritime policies, environmental law and occupational health. For more than 15 years, we have been fighting for shipbreaking workers’ right to a safe job, the use of best available technologies, and for an equally protective environmental standard globally.

On the 1-2 October 2019, the Platform held its Annual General Meeting (AGM) in Brussels, Belgium. During the AGM, the Platform’s Secretariat, Board Members and representatives of the Platform’s member organisations outlined strategic campaign objectives to ensure that the Platform’s activities continue to be an important catalyst for change.

PARTNERING WITH NGOs WORKING ON SUSTAINABLE SHIPPING
The Platform has ensured that ship recycling is included in sustainable shipping life-cycle assessments. Working closely with member organisations Bellona and Transport & Environment, as well as with partner Surfrider Foundation, the Platform has provided input to standards up against which the shipping industry’s environmental performance should be evaluated.

FOCUS ON BANGLADESH
The LIFEBOAT project, which was supported by the US State Department came to an end in 2019. With the support of the Royal Academy of Engineering and Lloyds Register Foundation, the Platform will continue its collaboration with NGOs on the ground in Bangladesh and will aim at further raising awareness of the detrimental impacts the shipbreaking sector in Chattogram has on workers’ health and safety, local communities and the coastal environment.

DEFENDING PUBLIC INTEREST ACTIVITIES
The Platform has played an active role in bringing cases of illegal exports of vessels and substandard shipbreaking practices to the attention of both authorities and the financiers within the shipping industry. In an attempt to intimidate critical civil society voices and drain the Platform’s resources, one of the largest cash buyers, involved in at least two of the cases that are being criminally investigated in the UK, has filed a typical Strategic Lawsuit Against Public Participation (SLAPP) case against the Platform. The cash buyer is claiming 12.5 million USD (and a public apology) for reputational damage. In light of this abusive civil lawsuit, the Platform has consulted and received support from lawyers globally that have expertise on corporate accountability and the defense of public interest activities. The Platform is furthermore engaging with NGOs at the EU level to ensure new legislation aimed at protecting journalists, activists and whistle-blowers from SLAPP.

“IT was a pleasure to participate in the AGM 2019. A great opportunity to enhance the collaboration with all Platform’s members.”

Mark Preston Aragones, Bellona Europa

FINANCIAL STATEMENT

INCOME 2018 2019
Membership fees and members’ contributions 7,700 10,050
Fonds Maribel Social 40,000 40,678
European Commission LIFE Programme 135,451 144,108
US Bureau of Democracy, Human Rights & Labor 31,339 5,815
Donations 25,846 35,600
Other / Travel reimbursement 9,039 8,836
TOTAL INCOME 249,393 245,087

EXPENDITURE 2018 2019
ACTIVITIES
Annual General Meeting 786 14,798
Other Travel Costs 15,403 15,397
Communication Material 6,478 11,165
Public Awareness and Data Collection in South Asia 17,414 25,853
SUB-TOTAL ACTIVITIES 40,112 67,294

STAFF
Salaries and social charges 174,991 146,242
Other Salary costs 2,445 4,798
SUB-TOTAL STAFF 177,437 151,041

GENERAL COSTS
Rent and Office costs 5,485 6,164
Communication costs 11,405 12,128
Other costs 7,910 5,636
SUB-TOTAL GENERAL COSTS 24,800 23,928

TOTAL EXPENDITURE 242,348 242,263

INCOME LESS EXPENDITURE 7,045 2,824

RESERVES - BEGINNING OF THE YEAR 3,102 10,147
RESERVES - END OF THE YEAR 10,147 12,971
The NGO Shipbreaking Platform’s board members are international experts in a wide range of sectors related to maritime policies, waste management, environmental, and occupational health and safety. Their experience and know-how contribute immensely to the Platform’s activities and successes.

Martin Besieux has been campaigning for a toxic-free environment for almost thirty years. After working for the Belgian Environmental Federation of Environmental Citizens’ Organisations, Martin joined Greenpeace as a Toxics Campaigner in 1984. Martin has recently retired and serves as an independent board member to the NGO Shipbreaking Platform.

Ritwick Dutta is a leading environmental lawyer practicing in the Supreme Court of India since 2001. Ritwick is the founder of the Legal Initiative for Forest and Environment (LIFE) in New Delhi, an organisation based on the concept of “environmental democracy”. LIFE has obtained landmark decisions in the courts on various environmental issues.

SIMMONS

INGWALD JENSEN
Founder and Director

NICOLA MULINARIS
Communication and Policy Officer

TEG MALLA
Partnership Manager (as of 2020)

SARA COSTA
Project Officer

MARTINE MIRIK
Research Assistant (Sept 2018 - Apr 2019)

MEMBER ORGANISATIONS

Basil Action Network (BAN) is focused on promoting a post-industrial model to combat the trade in the form of “Toxic Trade” and its devastating impact on global environmental justice. It promotes sustainable and just solutions to our corruption and extractive economy. Based in Seattle, USA.

Bangladesh Environmental Lawyers Association (BELA) is a network of local organisations monitoring anti-environmental initiatives and is considered a pioneer non-profit independent environmental litigation (PNEL). Based in Dhaka, Bangladesh.

Bangladesh Institute of Labour Studies (BILS) is part of the labour movement and facilitates the Bangladesh Labour Council and other civil society organisations. Established in 1985, it has the support and active participation of the major National Trade Union Federations. Based in Dhaka, Bangladesh.

BELLONA is a Norwegian environmental organisation founded in August 1989 to change the face of Norway and the world. BELLONA is based in Oslo, Norway. (as of 2020)

The Center for the Rule of Law – Ismaili at (IBAS) is an independent body dedicated to promoting the rule of law in all regions of the world, particularly in the former Soviet republics and other post-communist societies. Based in Tbilisi, Georgia.

The Corporate Accountability Desk (CAD) is a voluntary organisation promoting peoples’ understanding of the rule of law and its importance in ensuring that human rights are protected. Based in Dhaka, Bangladesh.

The European Ecological Federation (EEB) represents more than 140 member organisations from 31 countries with a membership base of more than 1 million individuals/households. Based in Brussels, Belgium.

The European Organisation for Transplants (EOT) is an independent organisation founded in August 1992 on the recommendation of the Pakistan National Transplant Strategy. EOT focuses on sustainable development, globalisation, environment, education, health, and has incorporated emergency work and rights-based work. Based in Islamabad, Pakistan.

The Environmental Justice Organisation (EJO) is a coalition of environmental and labour organisations that works to promote environmental and social justice. Based in Gotham, USA.

Istanbul Health and Safety Labor Watch (IHS) was established in March 2007 as an independent, non-profit and non-governmental organisation dedicated to the protection of the health and safety of workers in Istanbul, Turkey.

The International Ban Asbestos Secretariat (IBAS) is an independent body dedicated to the world-wide education of the continuing need for asbestos products already within society. Based in London, UK.

Legal Initiative for Forest and Environment (LIFE) comprises of groups of people working on issues of environmental democracy. It aims at creatively using the existing legal framework and institutions in protecting areas of vital ecological importance. Based in New Delhi, India.

The MEDITERRANEAN SOS Network (MedSOS) is a Greek non-profit and non-governmental organisation, dedicated to defending, saving, improving and making in a sustainable manner the ocean, coastline, waves and the people who enjoy them.

The MEDITERRANEAN SOS Network (MedSOS) is an independent body dedicated to protecting the environment and promoting public health and sustainable development at the national and Euro Mediterranean level since 1991. MedSOS works to protect the Mediterranean from oil spills and other hazardous industrial accidents in the Mediterranean Sea.

Sunflower Foundation Europe is an non profit organization, dedicated to defending, saving, improving and managing in a sustainable manner the ocean, coastline, waves and the people who enjoy them.
The NGO Shipbreaking Platform wishes to thank its funders, Board of Directors, Members, and Partners, and individuals that have supported our work in 2018-2019 beyond. With your support we have been able to reach some of the important milestones of our campaign!

The good news is that the technology to take apart ships on stable and contained platforms is ready and waiting. All ships should carry an Inventory of Hazardous Materials, but the long view of ship recycling comes around to how ships are built in the first place. Green ship design reduces the hazardous materials in new-builds and minimises waste by planning for efficient dismantling in the future. Transition to dry-docks and a circular cradle-2-cradle approach to ship design could provide new opportunities in former shipbuilding regions that have experienced downturns, and spur innovations in ship design and building so that vessels can also minimise emissions during operational life. With many vessels expected to head for scrapping now, it is urgent to act.

To ensure that safe and clean ship recycling becomes the norm, and not the exception, the Platform will continue to inform policy makers, financial and corporate leaders, as well as researchers and journalists. With a broad base of support both in orientation and geographically, including membership in ship owning as well as shipbreaking countries, the Platform plays an important role in promoting solutions that encompass the respect of human rights, corporate responsibility and environmental justice. Will you join us?

If you share our vision please DONATE or contact us to find out how we can work together.