



NGO  
SHIPBREAKING  
PLATFORM

# ANNUAL REPORT 2013



## ABOUT US

The NGO Shipbreaking Platform is a coalition of environmental, human rights and labour rights organisations working together to promote safe and environmentally sound ship recycling. The Platform was created in September 2005 after a few NGOs working on shipbreaking noticed that a broader base of support, both geographically and in orientation, was needed to challenge the political clout of the global shipping industry. Due to increased political momentum, in part

generated by the Platform itself, the coalition quickly evolved from being a European Platform to a global one, including NGOs based in the largest shipbreaking countries, India, Bangladesh, and Pakistan. It is now present with 18 member organisations in 10 countries. The Platform is also recognised by United Nations agencies and the European Union as the pre-eminent international NGO advocacy organisation on shipbreaking.

## OUR MISSION

The NGO Shipbreaking Platform works to prevent the environmental, human and labour rights abuses of irresponsible shipbreaking practices and to ensure safe and environmentally sound recycling of end-of-life vessels world-wide, by:

- promoting regulation and action at national, regional and international levels;
- cooperating with progressive industry stakeholders on developing a standard for best practice ship recycling;
- advocating for clean shipbuilding; and
- strengthening the role of civil society in guaranteeing safe and environmentally sound shipbreaking.

## FIND US ONLINE

[www.shipbreakingplatform.org](http://www.shipbreakingplatform.org)

[www.offthebeach.org](http://www.offthebeach.org)

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### ABOUT THE REPORT

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# EDITORIAL



In the year 2013, at least 1213 large commercial vessels – such as bulkers, general cargo and container ships, tankers and passenger ships – were dismantled globally. Only a very small fraction of the world's end-of-life fleet was recycled in a clean and safe way. Not less than 645 discarded ships – 53% of the total number

of ships scrapped – were sent for breaking on beaches in India, Bangladesh, and Pakistan. This still represents 71% of the total tonnage dismantled in the world. These end-of-life vessels contained thousands of tons of hazardous wastes which were not properly removed and disposed of in the shipbreaking countries: rather, large quantities are still dumped without the necessary precautions or are even resold.

Due to the global economic crisis, the overcapacity of commercial ships all around the world is still huge. Moreover, certain types of vessels have become increasingly uneconomical due to changing market conditions. Scrapping is often more profitable than keeping a ship operational. Ship owners or those investing in ships often make the decision to sell ships for scrapping quickly and with the intention to gain maximum profit without taking into consideration the impacts for workers, local communities, and the environment.

Obviously, breaking ships on beaches is neither safe nor environmentally sound. The primary cutting of the vessels takes place on mudflats in the intertidal zone without the possibility to control leakages and to dredge contaminated sediments. Pollutants are washed out by the tides. Moreover, the ships are broken down manually by a workforce that is still not adequately protected from exposure to toxic fumes and dusts. The workers do not wear safety harnesses either and risk falling from great heights. Due to the impracticality of using cranes and lifting equipment next to the ship, beaching also entails the use of gravity to remove huge steel parts – a method which regularly causes severe injuries and fatal accidents. The beached ships are furthermore not directly accessible to fire fighters and medical teams in the event of accidents, fires and explosions.

The current beaching practice is prohibited in the ship-owning countries in Europe, North America and East Asia where stricter environmental laws as well as health and safety provisions are in place and enforced. Beaching is not “green” ship recycling. The Platform promotes the use of the best available techniques and calls on ship owners to take responsibility for the costs involved in the proper recycling of their end-of-life ships. In particular the Platform's members in South Asia, believe that the shipbreaking countries cannot compromise the safety of their workers and the protection of their environment if they indeed strive for sustainable development.

Having said this, not all of the remaining 29% of the global tonnage sold to ship recycling facilities in other parts of the world, mainly to China and Turkey, were dismantled using best practice procedures and perfor-

mance standards. Advanced methods of ship recycling such as pier-side demolition or landing ships on impermeable and drained slipways have the potential to be clean and safe. However, ship recycling remains a hazardous industry and requires the highest safety standards for workers and the environment to be enforced everywhere.

Since 2006, the European institutions have been working on a solution to direct end-of-life vessels away from the substandard yards – due in large part to the Platform's continued efforts with European decision-makers. In 2013, the European Parliament and the Council of the European Union negotiated and finally agreed upon a new EU Regulation on Ship Recycling, which entered into force on 30 December 2013. The Platform welcomed the effort of the European Union to set higher standards for the recycling of European-flagged ships, the requirement that operations must allow for full containment and leakage control, that facilities must operate from built structures and impermeable floors, and that emergency response must have direct access to the ship. These requirements disqualify the beaching yards from being listed by the European Commission as compliant with the new regulation.

The Platform will continue to work on shaping the European policy on this issue. Around 40% of the world's fleet is European-owned and progressive policies are most likely to develop in the European Union. Yet the new regulation will only cover a relatively small number of European-flagged end-of-life vessels and therefore does not yet constitute a satisfactory solution to the global shipbreaking issue. The Platform advocates for a financial scheme at the European level, which would apply to all ships entering European waters, regardless of their ownership or flag, and which would promote clean and safe ship recycling.

Apart from regulatory developments, ship owning companies are increasingly calling for just and sustainable solutions to the global shipbreaking crisis. In 2013, several shipping companies declared their commitment not to use beaching facilities anymore – amongst those now seeking clean and safe recycling are Royal Dutch Boskalis and Canada Steamship Lines (CSL). These industry leaders will play a pivotal role for change. In 2014 the Platform will maintain its dialogue with progressive ship owners and will continue naming and shaming those companies that opt for beach breaking.

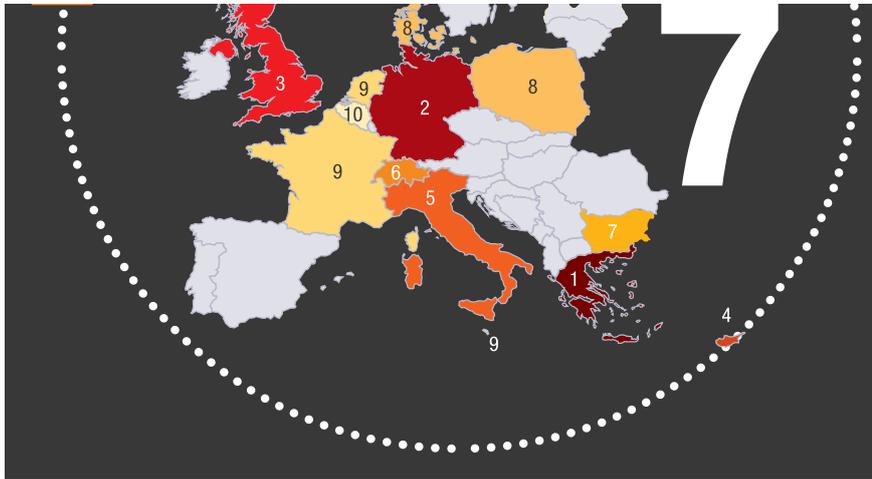
Still too many ship owners do not feel responsible for the clean and safe recycling of vessels from which they have economically benefited. Some blame the cash buyer to whom they sold the ship; others bluntly deny any sale for demolition. The NGO Shipbreaking Platform and its members are convinced that the beneficial owner of a ship needs to be held responsible for environmentally sound and safe recycling and cannot discard responsibilities by selling a ship off to a middleman who transfers it to a scrap yard. Together with our members from all around the globe, we will continue our struggle to prevent the human rights abuses and environmental injustice caused when toxic end-of-life vessels are dumped without proper precautions, instead of being recycled properly according to the best available techniques.

**Patrizia Heidegger**

Executive Director, NGO Shipbreaking Platform



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## CALL TO ACTION

The NGO Shipbreaking Platform and its 18 member organisations call upon the United Nations, the European Union and national governments around the world, in particular the ship-owning and ship recycling countries, to set industry standards that will put an end to dangerous and polluting shipbreaking practices on tidal beaches and to promote ship recycling which is safe for workers and clean for the environment.

# 1. WHAT IS SHIPBREAKING ?

After having sailed the world for 20 to 30 years, ships reach the end of their operational life. They are sold and dismantled to recover the steel that makes up more than 90% of their structure. However, not all materials on the ship can be recycled. Ships also contain large amounts of hazardous materials, such as asbestos, waste oils, heavy metals and PCBs which need to be removed according to high safety standards and disposed of or destroyed properly. If pollutants and toxics are not taken care of adequately, they ravage the local coastal environment, find their way into the second-hand market and expose workers and local communities to health risks. Moreover, the dismantling of the world's largest moveable objects requires high safety standards to protect workers from falling steel parts, fires and explosions. Shipbreaking is a hazardous industry and has been labelled as one of the most dangerous jobs in the world by the International Labour Organisation (ILO).

## AN EXPLOITATIVE PRACTICE

Though clean and safe ship recycling facilities exist, most ship owners do not yet feel responsible for their end-of-life vessels and sell them for the highest possible price, not taking into account the environmental and human costs of the practice. Quite the contrary, they externalise the real costs for proper recycling to poorer communities in South Asia. Today, still more than half of all end-of-life vessels (in tonnage broken) are run ashore on the tidal beaches of Bangladesh, India and Pakistan, where environmental laws and labour rights are either weakly enforced or non-existent. The remaining ships are recycled in facilities using more sophisticated methods, mainly pier-side demolition, that is, the dismantling of a ship moored at a pier with the help of cranes, then pulling the hull onto a slipway and cutting down the smaller pieces over impermeable and drained areas.

However, the majority of the world's end-of-life fleet is broken apart mainly manually by poor and vulnerable migrant workers in South Asia.



## UNCONTROLLED POLLUTION

On South Asian beaches, shipbreaking does not allow for the containment of the obsolete ships' pollutants and leakages, debris and paint chips are absorbed by the sediments or washed out by the tides. Millions of tons of hazardous wastes have already been imported to South Asian countries due to the shipbreaking industry, much of which has not been disposed of properly, but either dumped or resold. Both the pollution and the destruction of coastal vegetation such as mangrove forests have endangered the biodiversity of the coastal area and affected the livelihoods of fishing communities.

## DANGEROUS WORKING CONDITIONS

On top of pollution and environmental degradation, there are health and safety issues for the workers when ships are broken directly on beaches. The sand cannot support heavy lifting or emergency response equipment, putting the workers' lives in constant danger. Workers do not wear sufficient personal protective equipment, for instance workers in Bangladesh still go barefoot and workers in India do not wear respiratory protection. They can get killed or injured in accidents caused by explosions, crushed by falling metal plates or suffocated by gases trapped within the ship. In 2013, our members documented at least 20 fatal accidents in Bangladeshi shipbreaking yards; however, we need to assume more unreported cases. Moreover, workers often suffer from fatal occupational diseases, such as cancer or asbestosis due to their constant exposure to toxics. It has been estimated that the death toll in the shipbreaking yards of South Asia in these past 30 years now runs into the thousands, despite a rather small workforce when compared to major industries.



On 3 April a gas cylinder exploded in Chittagong, Bangladesh, killing four workers. The body of one of the workers, Jashim, is brought back to his village. Source: NGO Shipbreaking Platform.

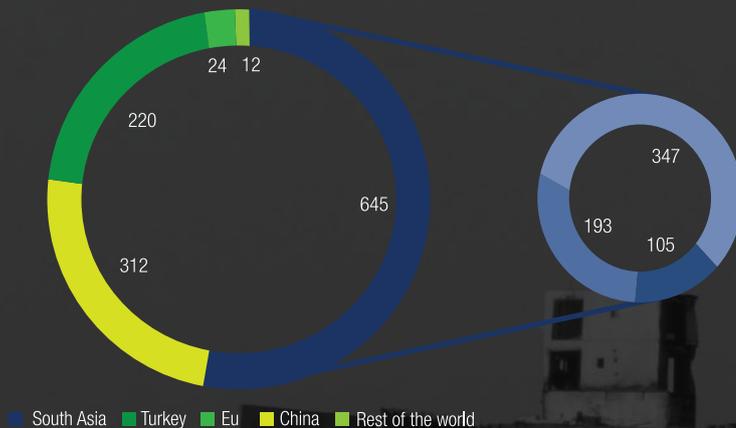
# 2. SHIPBREAKING IN THE WORLD IN 2013

In 2013, according to the figures of the Platform, out of a total of 1213 end-of-life vessels dismantled around the world, 53% - 645 ships - ended their operational life on the beaches of India, Bangladesh and Pakistan. Globally, the percentage of beached vessels has dropped from 68% in 2012. Nevertheless, 71% of the total tonnage was dismantled in South Asia in 2013. Even though fewer ships were beached than last year, the total tonnage remains the same. European shipping companies, including Norwegian and Swiss companies, and/or companies using European flags, beached a total of 238 ships. The percentage of European vessels beached as opposed to those dismantled in pier-side recycling yards has decreased from 73% in 2012 to 64% in 2013. Best practice examples include Norwegian ship owners Grieg, Wilhelmsen and Høegh, Royal Dutch Boskalis from the Netherlands and Canada Steamship Lines (CSL) who demand clean

and safe recycling in modern ship recycling facilities off the beach. Still too many shipping companies sent their ships to substandard facilities on South Asian beaches in 2013. Greece remains the worst European ship dumper, closely followed by Germany. Owners in these countries disposed a record-high 80% of their end-of-life ships in South Asia, and included well-known companies such as Danaos and Euroseas (Greece), and Conti, Hapag-Lloyd and Leonhardt & Blumberg (Germany). Other European companies topping the lists of worst dumpers include Switzerland-based Mediterranean Shipping Company (MSC) and the Monaco-based Sammy Ofer Group. The Danish global leader in container shipping, Maersk, implemented its ambitious ship recycling policy for a couple of its own ships, but sold other older vessels to new owners from whom they chartered the ships back up until the sale to South Asian beaching yards.

## STATISTICS

### 1213 SHIPS WERE BROKEN WORLDWIDE IN 2013



### 71% OF THE TOTAL TONNAGE WAS BROKEN IN SOUTH ASIA

- India (31% of the total tonnage broken)
- Bangladesh (25% of the total tonnage broken)
- Pakistan (15% of the total tonnage broken)

### THE TOP 10 EUROPEAN "GLOBAL DUMPERS" IN 2013 WERE:

1. Greece (85 ships)
2. Germany (68 ships)
3. UK (20 ships)
4. Cyprus (13 ships)
5. Italy (11 ships)
6. Switzerland (10 ships)
7. Norway and Bulgaria (5 ships each)
8. Denmark and Poland (4 ships each)
9. France, Netherlands and Malta (3 ships each)
10. Belgium (2 ships)

(the remainder comprises of Romania and Latvia: 1 ship each)



The most popular end-of-life flags used by European shipping companies were Saint Kitts and Nevis, Comoros, Sierra Leone, Tuvalu, Tanzania and Togo.

# 3. OUR EUROPEAN CAMPAIGN

Working with policy makers, progressive industry stakeholders, other NGOs, researchers and the media, the Platform advocates for European law that will guarantee the proper recycling of end-of-life vessels. We call on the EU to ensure environmental justice and stop hazardous wastes generated by European companies from harming people and the environment in developing countries. One key demand is that the EU must adopt legislation that implements the polluter pays principle for ship owners.

## IMPROVING THE NEW EU SHIP RECYCLING REGULATION

The Platform has actively contributed to the legislative process which in 2013 ended with the adoption and entry into force of a new EU Ship Recycling Regulation. Working to ensure that the new law will lead to change in current practices and serve the purpose of protecting the workers and the environment in developing countries from ship-borne toxics, our advocacy activities reached out to Members of the European Parliament and their advisors, Permanent Representations of EU Member States as well as the responsible experts and decision-makers in the European Commission. We especially welcomed the Regulation for disqualifying the beaching method and for only accepting downstream waste management that effectively meets European standards.

### IN SHORT: THE EU SHIP RECYCLING REGULATION

- Covers commercially owned vessels above 500 GT
- Asks EC to establish a list of approved ship recycling facilities
- Only allows EU flagged vessels to use EU listed facilities
- Disqualifies the beaching method from being listed
- Requires an inventory of hazardous materials (IHM) from all vessels visiting European ports
- Invites EC to propose a financial mechanism by 2015
- Application earliest in 2016 / latest in 2019

## COMMON POSITION WITH EU SHIP RECYCLERS

The Platform and the European ship recyclers issued a common statement calling on the EU institutions to also consider the creation of green jobs and keeping valuable streams of resources within the EU when developing new rules on ship recycling. The Platform effectively mapped that European ship recyclers would be able to expand their capacity to break more; and also larger ships; if there was a guarantee that ships actually were directed towards safe and green facilities in the EU.

## THE NEED FOR A MANDATORY FINANCIAL MECHANISM

The new EU Regulation on ship recycling does not outlaw the sale of a vessel or the registration of a vessel under a non-EU flag. The new rules can thus easily be circumvented by ship owners. Already, of the European-owned ships that were scrapped in 2013 more than two thirds were not registered under an EU flag. Flags of convenience (FOCs) such as Comoros, Tuvalu, Saint Kitts and Nevis, Togo and Sierra Leone, that are less favoured during operational use, were popular flags for the end-of-life ships broken in South Asia.

In January 2013, the Platform published a study by the Dutch economic consultancy Profundo outlining three models for a financial mechanism to ensure responsible ship recycling. The report argues that a financial incentive is not only legally and economically practicable but also necessary to ensure the successful implementation of any green ship recycling legislation in Europe. The models presented include a fund financed by ship owners through fees levied at EU ports; a ship life insurance scheme; and a savings account coupled to a transitional fund specifically aimed at financing the recycling of older ships. In the meantime in September 2013 the Platform also presented its position during the GreenPort Congress attended by industry, policy makers and authorities dealing with environmental management of European ports.

The European Commission is to report on the possibilities for a financial incentive by 2015, accompanied, if appropriate, by a legislative proposal. We urge the European Commission and Member States to support the implementation of the polluter pays principle. Unless an economic incentive is introduced to work alongside the regulation, the registration of European ships under flags of convenience (FOC) will allow ship owners to easily circumvent the new rules and continue dumping their toxic ships in substandard facilities.

### IN SHORT : WE NEED A EUROPEAN FINANCIAL MECHANISM BECAUSE IT

- ensures the internalisation of costs based on an individual ship owner scheme;
- discourages reflagging prior to dismantling;
- promotes green design and pre-cleaning during the operational life of a ship;
- increases the chances for successful implementation of the new Regulation; and
- rewards those ship recycling facilities that have already invested in better practices by directing more ships to their facilities.

## ART EXHIBITION IN BRUSSELS



l. to r.: Francesca Carlsson and Patrizia Heidegger from the Platform; Nele Ströbel, artist; Gudrun Pamme-Vogelsan, art gallery owner



l. to r.: Thomas Hagbeck, Environment attaché to the permanent representation of Germany to the EU; Ingvild Jenssen, of the Platform; and Axel Singhofen, political advisor to the Greens at the European Parliament

In May 2013, the Platform invited Brussels-based stakeholders to the opening event of “Chittagong Blues & The Shipbreakers”, an art exhibition showcasing terracotta sculptures and drawings by German artist Nele Ströbel, and pictures taken in Chittagong by French photographer Pierre Torset. The opening event was attended by about 60 key stakeholders representing EU institutions, business, media, and civil society groups. It provided a forum for discussing the next steps of the Platform’s European campaign and highlighted the need for Corporate Social Responsibility before the entry into force of the new European or international laws.



The poster created for the event.



Sculptures by Nele Ströbel.

## GREEN SHIP RECYCLING CONFERENCE

In December 2013, the Platform brought together ship recyclers from Germany, France, the UK, the Netherlands, Denmark, Lithuania, Spain and Sweden. Opportunities provided by a financial incentive pushing ship owners towards clean and safe ship recycling facilities were discussed, and views on the standards needed to be met by the recycling facilities under the new Regulation were presented to a representative of the European Commission. This was the first time that so many European ship recyclers were gathered in one room and the meeting allowed for valuable input to the ongoing European Commission’s development of technical guidelines for ship recycling facilities.



European ship recyclers met in Brussels in December; Emilien Gasc from the European Commission gave a presentation.

## 4. OUR SOUTH ASIAN CAMPAIGN

In the shipbreaking countries in South Asia, the Platform and its member organisations advocate for regulation and action to stop illegal imports of toxic ships and to implement existing legislation for the protection of the environment and the proper treatment of hazardous waste. Moreover, the Platform promotes the transition to move shipbreaking activities off the beach and develop modern ship recycling facilities, as well as the enforcement of labour rights for shipbreaking workers.

### REPORT ON PAKISTANI SHIPBREAKING YARDS LAUNCHED IN ISLAMABAD

On 28 October 2013, the Platform and its Pakistani member, Sustainable Development Policy Institute (SDPI), launched a research report entitled "Pakistan Shipbreaking Outlook: The Way Forward for a Green Ship Recycling Industry" in Islamabad. The report gives a voice to the exploited workforce in the shipbreaking yards, highlighting the risks they are exposed to on a daily basis. SDPI conducted a survey amongst shipbreaking workers in Gadani in 2012 to include their side of the story.

The findings show that workers' rights are not sufficiently protected, notably health and safety rights, freedom of association, workers' welfare and benefits, and contractual rights. About 150 people attended the presentation of the report, including researchers, representatives from governmental institutions and policy makers. Amongst others, two members of the National Assembly of Pakistan, Arifa Khalid and Romina Khurshid Alam, as well as the director general of the Balochistan Environmental Protection Agency, Naseer Khan Kashani, were present and welcomed the publication of the research report, which can be downloaded on the Platform's website.



Launch of a report about Pakistani shipbreaking yards in Islamabad, Pakistan on 28 October

### VISIT TO INDIAN MEMBERS IN NEW DELHI

In November, Executive Director Patrizia Heidegger visited the Platform's Indian members based in New Delhi. She met with Ritwick Dutta from Legal Initiative for Life and Environment (LIFE) as well as with Ravi Agrawal and Satish Sinha from Toxics Link, and welcomed a new Board member, Ramapati Kumar, from Greenpeace India.

## ASIAN BAN ASBESTOS (A-BAN) MEETING

In November, Patrizia presented the dangers of asbestos removal in shipbreaking during the Asia Ban Asbestos Network Meeting in Dhaka, Bangladesh, an event organised by A-BAN and our member organisation OSHE. On 23 November, Bangladeshi anti-asbestos activists launched the Ban Asbestos Network Bangladesh. The secretariat of B-BAN will be run from the office of OSHE. During Patrizia's presentation, the Ministry of Industry was present. Moreover, the Platform was able to create ties with Indian specialists on asbestos-related diseases (ARD).

Patrizia spent three weeks in the office of Platform member organisation BELA, and took the opportunity to discuss with BELA's director Rizwana Hasan and her staff members, as well as with the other member organisations, BILS, OSHE and YPSA. She met with different stakeholders in Bangladesh including researchers, civil society organisations and policy makers. A visit to the Chittagong shipbreaking yards and the field offices of the members was impossible due to the volatile political situation in Bangladesh before the elections.



Asia Ban Asbestos Meeting in Dhaka, Bangladesh

## NATIONAL STRATEGY MEETING

All the Bangladeshi members of the NGO Shipbreaking Platform met for a national strategy meeting in Dhaka, Bangladesh. They jointly condemned the dangerous shipbreaking practices still prevalent in Bangladesh which have again led to accidents, occupational diseases and at least 20 deaths in 2013. The Platform and its members are glad that a project to set up a new shipbreaking yard in Barguna, in the South of Bangladesh and in the close vicinity to the UNESCO World Heritage site of the Sundarbans mangrove forest in the Ganges delta, was denied authorisation.



(from left to right: Abu Eusuf Mollah from BILS; Syed Sydul Hoque from OSHE; Saki Rezwana from OSHE; Syeda Rizwana Hasan from BELA; Kasheful Hoda from RISE Society; Jakia Khanam from BILS; Patrizia Heidegger from NGO Shipbreaking Platform; Repon Chowdhury from OSHE; Md. Zafrul Hasan from BILS)

## INTERNATIONAL DEVELOPMENT PROJECTS

The Platform is monitoring the advances made by various projects conducted in the shipbreaking yards of South Asia by international organisations.

### NORAD

The Government of Bangladesh has finalised an agreement with Norwegian organisation NORAD and the International Maritime Organisation (IMO) for the joint project "Safe and Environmentally Sound Ship Recycling in Bangladesh". The Secretariat of the Basel Convention is asked to map hazardous wastes which are accumulating because of the shipbreaking industry and other sectors in and around Chittagong, Bangladesh. The Platform and its local members will closely follow the project to ensure that their demand to shift shipbreaking in Bangladesh to modern ship recycling facilities off the beach and that the civil society perspective are taken into account at all stages.

### TÜV

TÜV Rheinland, a private German company with an office in Dhaka, launched a public private partnership (PPP) together with the German Development Bank (KfW) in May 2013. It provides 10 shipbreaking yards with trainings on the management level, in particular with regards to ISO standards. The Platform criticises the use of ISO 30000 in shipbreaking because it is too easily and quickly handed out to yards in India and Bangladesh. This practice is undermining the credibility of the standard as it requires major improvements that could not have been achieved in such a short time. The Platform has warned ship owners not to fall for greenwashing.

# 5. OUR CORPORATE CAMPAIGN

The Platform cooperates with progressive shipping companies, cargo owners and ship recyclers that have committed themselves to responsible recycling practices. By naming and shaming the practices of companies that continue dumping their vessels on the South Asian beaches, we have prompted ship owners to develop policies for clean and safe ship recycling and to demand the proper recycling of their end-of-life vessels in modern ship recycling facilities off the beach.

## ANNUAL LIST OF VESSELS DUMPED ON SOUTH ASIAN BEACHES

In February 2013, the Platform published its annual list of ships that were broken on the beaches of South Asia in 2012, with a focus on European-owned or flagged ships. At least 238 European vessels were sold to shipbreaking facilities in Bangladesh, India and Pakistan. Informed by the Platform's list, the "naming & shaming" of bad corporate practices was covered in European media as well as in South Asia. As a direct result of the Platform's investigations, in the Netherlands Royal Boskalis committed to changing their practice and recycle their vessels "off the beach". The Platform's lists of global dumpers can be found on the Platform's website.

## OFFTHEBEACH! WEBSITE LAUNCHED

Our new database-driven website, [www.offthebeach.org](http://www.offthebeach.org), was launched in 2013 to support the Platform's OFF THE BEACH! corporate campaign. All the shipping companies that have sent at least one ship to a beaching yard in South Asia since the International Maritime Organisation's Hong Kong Convention was adopted (15 May 2009) are red-listed on the website. Only by signing a "Pledge" with the NGO Shipbreaking Platform stating that they will no longer beach their end-of-life ships and that they will seek best practice of ship recycling, will a company be removed from the red list. In order to be green-listed, ship owners will have to fulfil more criteria going far beyond a ban of the beaching method.



The [www.offthebeach.org](http://www.offthebeach.org) website features a database of thousands of beached ships and red-listed shipping companies.

## CLEAN SHIPPING INDEX

In February 2013, the Platform discussed harmful shipbreaking practices with cargo owners during a meeting in Rotterdam organised by the Clean Shipping Index (CSI). The initiative aims at helping cargo owners choose cleaner and more environmentally friendly shipping companies to carry their goods by choosing those that have published their environmental performance on a secured online database. Following initiatives by the Platform, end-of-life criteria have been included in the Clean Shipping Index and ship owners are now asked to provide information about their ship recycling policy. The Index focusses on the use of ship recycling facilities located off the beaches as well as on the requirement to have inventories mapping hazardous materials on-board vessels.

## SHIPPING CONFERENCES

The Platform aims at raising awareness of the environmental and social impact of hazardous shipbreaking amongst industry stakeholders. In 2013, secretariat staff members participated as speakers in the TradeWinds Ship Recycling Forum held in Dubai and Lloyd's Ship Recycling Conference in London.



A presentation of the Tradewinds conference including an interview with Platform Executive Director Patrizia Heidegger is available at <http://youtu.be/lv7WrmSTRD8>

# 6. OUR INTERNATIONAL CAMPAIGN

At the international level, the Platform advocates for regulation and action to uphold the principles and obligations of the Basel Convention and ILO Regulations, in particular the protection of workers, the local population and the environment in developing countries from the risks and harm generated by unregulated trade of hazardous wastes. The Platform frequently takes part in conferences to raise awareness on the shipbreaking issue and provides factual arguments to hold the shipping industry accountable.

## SHIPREC 2013 AT WORLD MARITIME UNIVERSITY

In April, the Platform was invited to speak at the Ship Recycling Conference organised by the World Maritime University in Malmö, Sweden. Patrizia Heidegger spoke about the Platform's advocacy work at the European and international level, existing legislation and loopholes, and why the Hong Kong Convention alone will not solve the shipbreaking crisis. Rizwana Hasan, Chief Executive of member organization Bangladesh Environmental Lawyers Association (BELA), gave a powerful speech about the hidden environmental and human costs of shipbreaking in Bangladesh. The Platform also discussed with students from the World Maritime University, Malmö University and other Swedish universities about the harmful impacts of the shipbreaking industry in South Asia.

## BASEL COP 11

The State parties to the Basel Convention met in Geneva from 3 to 6 May 2013 for the 11th Conference of Parties (COP11). On 3 May, the Platform organised a side-event to underline the illegality of the proposed European regulation on ship recycling, which contradicts the EU's obligations under the Basel Convention, and in particular the Basel Ban Amendment, to outlaw any export of hazardous waste to developing countries. Board member Jim Puckett, from member organisation Basel Action Network (BAN), Patrizia Heidegger, and David Azoulay from the Geneva-based Center for International Environmental Law (CIEL) co-presented their findings to about 60 participants. Following the closure of the Basel COP, Delphine Reuter, the Platform's Communication and Research Officer, attended the Conference of the Parties to the Rotterdam Convention, during which the listing of chrysotile asbestos was again discussed, but unfortunately rejected. Laurie Kazan-Allen, from member organisation IBAS, promoted the ban of chrysotile asbestos together with representatives from asbestos victims groups.



Top picture and above: Basel COP 11 in Geneva, May 2013

## 7. MAPPING SHIPBREAKING PRACTICES AROUND THE WORLD

The NGO Shipbreaking Platform and its member organisations are regularly invited to visit shipbreaking and ship recycling facilities around the world. During these visits the Platform especially pays attention to the management of hazardous waste found in the structure of end-of-life ships and the protection of the workers during the dismantling process. The Platform uses the opportunity of these invitations to also promote existing rules with regards to the protection of the environment and of workers' rights.

### UPGRADE OF DANISH SHIP RECYCLING FACILITY

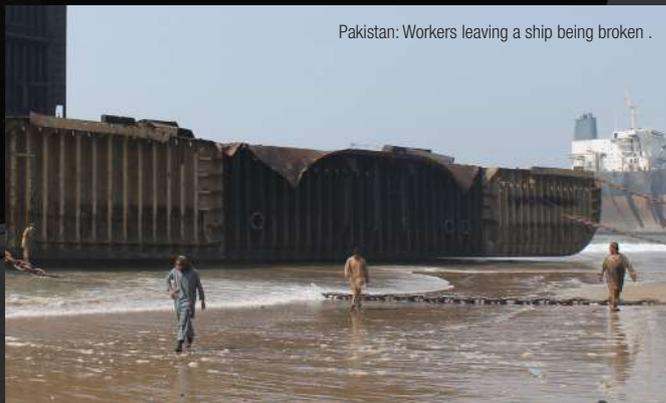
In July 2013, the Platform visited the renovated Fornæs ship recycling yard based in Grenaa, Denmark. Fornæs, which recycled 22 end-of-life vessels in 2012, invested 3 million EUR to build a new slipway with a wastewater collection system embedded into it. While the maximum steel recovered from end-of-life ships at the Grenaa yard is currently 25,000 tons, Fornæs now expects to reach 40,000 tons by the end of 2014.



Pakistan: Dr Irfan Khan, newly appointed board member .



Pakistan: Workers leaving a ship being broken .



## VISIT TO CHINA

In April, Platform members from India, Bangladesh and Pakistan, including Board members Rizwana Hasan from BELA, Ritwick Dutta from LIFE and Merijn Hougee from the North Sea Foundation (Netherlands) and the Platform's Executive Director, were invited to Shanghai by the Chinese National Ship Recycling Association (CNSA). The Platform delegates visited two yards in Jianguyin, north of Shanghai, and two yards in Zhoushan Island, and met with local ship recyclers, as well as European companies dealing with ship recycling in China, such as Dutch-based company Sea2Cradle, the classification society Germanischer Lloyd, and the Norwegian company Grieg Green. The Platform welcomes the use by the Chinese ship recycling yards of pier-side demolition or even dry-docking as the beaching method is banned in China. Moreover, the yards use heavy cranes and cutting devices and have asbestos removal units, proper waste storage and water treatment facilities available. Conversely, China still struggles with its hazardous waste management and the industry practices are not open to public scrutiny by civil society organisations. Moreover, there is no information made available by independent trade unions. The Platform awaits results of on-going research projects in China.



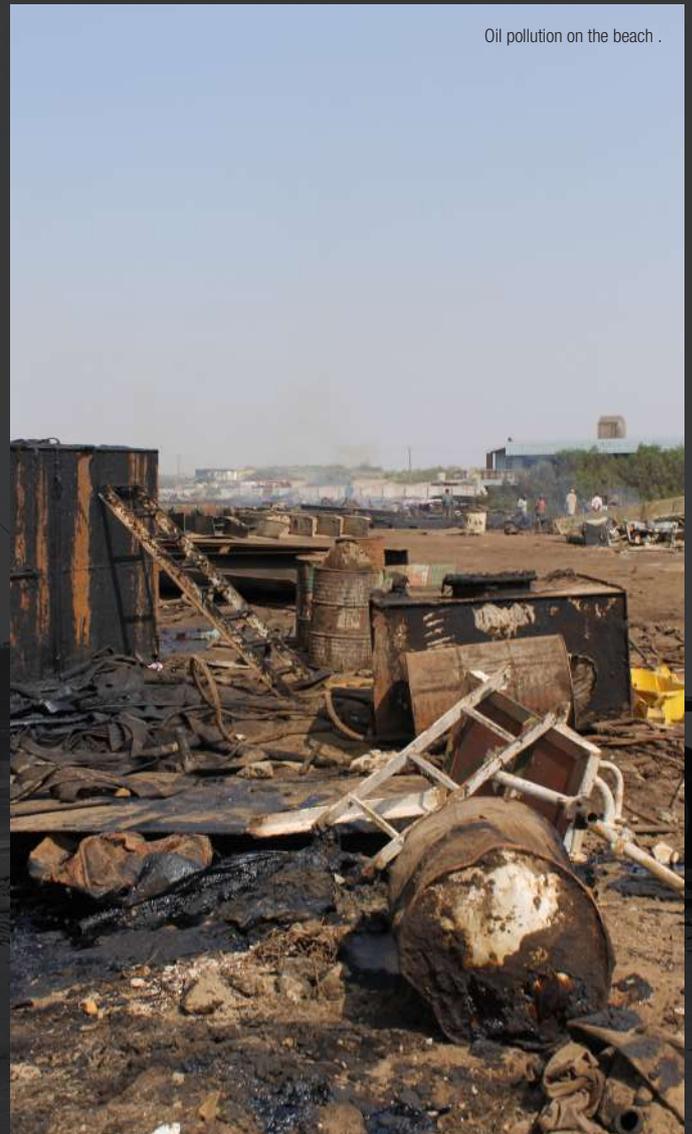
Merijn Hougee (left) and Rizwana Hasan (right), Board Members of the NGO Shipbreaking Platform, during a visit of a Chinese ship recycling yard in April.

## DOCUMENTING GADANI SHIPBREAKING YARDS

A delegation of the NGO Shipbreaking Platform comprising board members Helen Périvier, Robert Evans, Rizwana Hasan and Dr Irfan Khan, as well as Majid Bashir (from CRoLI, Islamabad), Kanwar Iqbal (SDPI) and Delphine Reuter (from the Secretariat of the Platform), visited the shipbreaking yards in Gadani, Pakistan, in December 2013. The group met with the National Centre For Maritime Policy Research (NCMPR) in Karachi and discussed the possibility of relocating the shipbreaking industry to a port area close to Karachi. During the visit to the yards, the delegates met with Dewan Rizwan, chairman of the Pakistan Ship Breakers Association (PSBA), and Arif Rashid Dar from Darman Maritime Trading. The group raised the issue of going off the beach and shifting the industry to a port – an option the PSBA opposed. The group also met with the National Trade Union Federation (NTUF), their secretary general Nasir Mansoor, and several shipbreaking workers to obtain updated information on the situation of labour rights.



l. to r.: Helen Périvier, president of the Board, Majid Bashir, representative of new member organisation CRoLI, and Robert Evans, newly appointed board member .



Oil pollution on the beach .

# 8. ORGANISATIONAL DEVELOPMENT

The Platform strives to ensure the transparent and effective management of the secretariat and the coalition of members, to strengthen its membership and network, to continuously work on the strategic orientation of its campaigns and to guarantee effective fundraising.

## AGM 2013

In October 2013, the Platform held its Annual General Meeting in Pakistan for the first time, South Asia's third largest shipbreaking country. The Center for the Rule of Law – Islamabad (CRoLI), represented by its founder, advocate Majid Bashir, joined the

Platform as the 18th member organisation and the second organisation based in Pakistan. The AGM decided on the Platform's 2014 budget and work plans.



from left to right, top to bottom: Moazzam Bhatti from SDPI; Patrizia Heidegger from the NGO Shipbreaking Platform; Majid Bashir from the Center for the Rule of Law – Islamabad; Abu Eusuf Mollah from BILS; Ingvild Jenssen from the NGO Shipbreaking Platform; Mehwish Javed from SDPI; Syeda Rizwana Hasan from BELA; Taslima Rahman from BELA; Iqbal Kabir from BELA; Robert Evans from the NGO Shipbreaking Platform; Dr Irfan Khan from the NGO Shipbreaking Platform; Kanwar Javed from SDPI; Azam Khan from the newspaper Express Tribune; Junaid Zahid from SDPI; Delphine Reuter from the NGO Shipbreaking Platform; and Helen Périvier from the NGO Shipbreaking Platform

## NEW MEMBER ORGANISATION

The number of our member organisations has increased: the Platform is now made up of 19 organisations, including the Secretariat, with the new addition of The Centre for the Rule of Law – Islamabad (CRoLI). CRoLI is a network of lawyers who work pro bono and develop legal knowledge in various branches of the law, from the Rule of Law and Human Rights to Intellectual Property Rights. CRoLI is also involved in raising awareness on the importance of protecting rights

worldwide. It was founded by former Judge Muhammad Majid BASHIR and it collaborates with other research institutions, stakeholders, government departments and international organizations to launch campaigns, do research, publish studies, and conduct seminars and conferences.



Majid Bashir



**Marietta HARJONO** The arrival of the new Board Members was timed with the departure of Marietta HARJONO who had been with the Platform since its inception and was key to the success of Greenpeace's initial campaign on toxic pollution caused by shipbreaking. The Platform secretariat and all the member organisations thank Marietta full-heartedly for her support over the years and wish her all the best for the future!

## 9. BOARD & STAFF MEMBERS

The NGO Shipbreaking Platform's board members are international experts in a wide range of sectors related to maritime policies, waste management, environmental law and occupational health. Their experience and know-how contribute immensely to the Platform's activities and successes.

**RITWICK DUTTA** is an environmental lawyer who has practiced in the Supreme Court of India since 2001. Ritwick coordinates Legal Initiative for Forest and Environment (LIFE), which supports grassroots groups across India by helping bring environmental cases to court.



**RIZWANA HASAN** is an advocate of the Supreme Court of Bangladesh and Chief Executive of Bangladesh Environmental Lawyers Association (BELA). She received the Goldman Prize 2009 for her work on the shipbreaking issue.



**ROBERT EVANS** is a former Member of the European Parliament (1999-2008) where he represented the British Labour Party. In Parliament, Robert chaired the Delegation for relations with the countries of South Asia. He works as an independent consultant, in particular with his special expertise in Bangladesh to the charities BRAC and London Tigers.



**MERIJN HOUGEE** is project leader of Clean Shipping at the North Sea Foundation where he works on a market-oriented approach to create sustainability in the maritime sector. Since 2008, he also works for the ProSea Foundation delivering sustainability training courses to naval cadets in the Netherlands.



**MUHAMMAD IRFAN KHAN** is a Professor of environmental science and Chairman of the Department of Environmental Science at International Islamic University, Islamabad. He obtained his PhD degree from London University and was awarded a post doctoral fellowship at Oxford University. He is qualified as a certified Environmental Auditor and as an Occupational Health and Safety Auditor.



**JIM PUCKETT** has been an environmental health and justice activist for more than 20 years. He is the founder of Earth Economics and the Basel Action Network program. He has represented civil society within the Basel Convention since its inception in 1989.



**RAMAPATI KUMAR** is a leading Greenpeace campaigner in India and has been working on the problems surrounding the import of toxic waste into India for many years. He has also advised the Indian Government on the implementation of the Basel Convention and is the author of the EU funded report "Ship Dismantling – A Status Report on South Asia".



**SVEND SØYLAND** holds a Master of Arts in criminology, with a focus on environmental crime. Prior to joining Bellona where he heads work on maritime matters, he worked for the United Nations and the Norwegian Ministry of the Environment.



### STAFF MEMBERS

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**HELEN PÉRIVIER** is qualified as a navigation officer and has ten years on ships serving as a maritime professional on environmental research, advocacy and education tours. She led the Greenpeace campaign on the European REACH chemicals legislation.



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#### CONTACT IN BANGLADESH:

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# 10. FINANCIAL STATEMENT 2013

The Platform is grateful for the generous support it has received from its members, the agencies and the charitable organisations mentioned below.

INCOME 2013	
RESULT OF THE YEAR	
European Commission LIFE+	166.140,00
Contributions from member organisations	23.601,00
The Sigrid Rausing Trust	33.228,00
OAK Foundation	5.000,00
Maribel Fund	36.000,00
Miscellaneous / Financial Income	1.256,00
<b>TOTAL INCOME</b>	<b>272.982,00</b>
EXPENDITURE 2013	
ACTIVITIES	
General travel cost	9.263,00
Exposure visit to Chinese ship recycling yards	5.691,00
AGM and meetings in Pakistan	19.178,00
Executive Director's visit to India and Bangladesh	2.641,00
Consultants / Research	24.091,00
Transfer to partners	7.500,00
Other costs	4.442,00
<b>TOTAL ACTIVITIES</b>	<b>78.719,00</b>
ADMINISTRATIVE / GENERAL COSTS	
Rental costs and equipment	4.831,00
Communication costs	5.455,00
External costs	927,00
Office costs	2.088,00
<b>Total Administrative/General Costs</b>	<b>13.301,00</b>
STAFF / PERSONNEL COSTS	
Staff / Personnel Costs	176.033,00
Staff training	1.863,00
Insurance	3.066,00
<b>TOTAL STAFF</b>	<b>180.962,00</b>
<b>TOTAL EXPENDITURE</b>	<b>272.982,00</b>

# 11. MEMBER ORGANISATIONS

The NGO Shipbreaking Platform has 19 environmental, human and labour rights organisations as members (including the secretariat based in Brussels), distributed in ten countries around the world.



**BASEL ACTION NETWORK (BAN)** confronts the issues of environment justice at macro level, preventing disproportionate dumping of the world's toxic waste and pollution on our global village's poorest residents. >[www.ban.org](http://www.ban.org)  
>Contact: Jim Puckett, [jpuckett@ban.org](mailto:jpuckett@ban.org)



**BAN ASBESTOS** is a network of local organisations monitoring anti-asbestos legislation where it exists and litigating for the abolition of asbestos where anti-asbestos legislation is lacking. Based in Paris, France. >[www.ban-asbestos-france.com](http://www.ban-asbestos-france.com)  
>Contact: Annie Thébaud-Mony, [annie.thebaud-mony@wanadoo.fr](mailto:annie.thebaud-mony@wanadoo.fr)



**BANGLADESH ENVIRONMENTAL LAWYERS ASSOCIATION (BELA)** was initiated in 1992 by a group of young lawyers who felt the urgent need for an advocacy group to monitor and pursue the implementation of laws and regulations to protect the environment. Over the years, BELA has become a true pressure group against environmental violations, and its activities played a significant role in popularising the environment amongst the general public. With 60% of the total population in Bangladesh estimated at having no access to justice, BELA is considered a pioneer in public interest environmental litigation (PIEL). Based in Dhaka, Bangladesh. >[www.belabangla.org](http://www.belabangla.org)  
>Contact: Rizwana Hasan, [bela@bangla.net](mailto:bela@bangla.net)



**BELLONA FOUNDATION** is a multi-disciplinary international environmental NGO based in Oslo, Norway. Founded in 1986 as a direct action protest group, it has since become a recognised technology and solution oriented, environmental defender with offices on two continents. Altogether, some 40 ecologists, nuclear physicists, engineers, economists, lawyers, advisors and journalists work at Bellona. >[www.bellona.org](http://www.bellona.org)  
>Contact: Svend Søylund, [svend@bellona.no](mailto:svend@bellona.no)



**BANGLADESH INSTITUTE OF LABOUR STUDIES (BILS)** props up the endeavours of the labour movement to act in proper with the labour rights issues and its social actions. BILS facilitates to strengthen links and networks between trade unions and other civil society organizations with similar interests, particularly in the justification of human and democratic rights and social justice in all its aspects. BILS was established in 1995 with the support and active participation of major National Trade Union Federations of the country. Based in Dhaka, Bangladesh. >[www.bilsbd.org](http://www.bilsbd.org) >Contact: [bils@citech.net](mailto:bils@citech.net)



**THE CORPORATE ACCOUNTABILITY DESK - THE OTHER MEDIA** coordinate a corporate accountability and environmental health desk that extends technical, logistics, legal and strategic support to communities that are fighting corporate crime. The voluntary collective investigates and reports on the environmental and human rights track record of corporations and works as a support/solidarity group in India for people's struggles against industrial pollution and related human rights violations. Based in Cuddalore, India. >[www.sipcotcuddalore.com](http://www.sipcotcuddalore.com)  
>Contact: Madhumitta Dutta, [madhudutta.new@gmail.com](mailto:madhudutta.new@gmail.com)



**THE CENTER FOR THE RULE OF LAW - ISLAMABAD (CROLI)** is a volunteer organization of lawyers dedicated to promoting a better understanding of the creation and utilization of legal knowledge, Rule of Law, Intellectual Property Rights, Human Rights and various other branches of law. CROLI collaborates with other researcher, stakeholders, government departments and international organizations to launch campaigns, do research, publish, and conduct seminars and conferences for the general understanding of the law in Pakistan.  
>Contact: Majid Bashir, [judgemajid@hotmail.com](mailto:judgemajid@hotmail.com)



**THE EUROPEAN FEDERATION FOR TRANSPORT & ENVIRONMENT (T&E)**, founded in 1989, is Europe's principal environmental organisation campaigning on sustainable transport. T&E's primary focus is on European policy and its work is supported by 45 NGO member organisations working in 21 countries to promote an environmentally sound approach to transport. The T&E secretariat in Brussels works closely in various ways together with the European institutions, while member organisations have close contacts with national decision-makers and campaign at national level. Based in Brussels, Belgium. >[www.transportenvironment.org](http://www.transportenvironment.org)  
>Contact: Bill Hemmings, [bill.hemmings@transportenvironment.org](mailto:bill.hemmings@transportenvironment.org)



**THE INTERNATIONAL FEDERATION OF HUMAN RIGHTS (FIDH)**, was created in 1922. It now includes 141 national human rights NGOs from all regions of the world. FIDH has a generalist mandate and consequently works on all human rights be they civil, political, economic, social, or cultural rights. FIDH carried out fact-finding missions on shipbreaking in India and Bangladesh, which resulted in the publication of a mission report in 2002 entitled 'Labour Rights in Shipbreaking Yards in South Asia, Where do the floating dustbins end up?'. In 2005 FIDH, Greenpeace and YPSA released a report entitled 'End of Life Ships - The Human Cost of Breaking Ships'. Based in Paris, France. >[www.fidh.org](http://www.fidh.org) >Contact: Geneviève Paul, [gpaul@fidh.org](mailto:gpaul@fidh.org)



**GREENPEACE** is an international non-governmental organisation founded in 1971, working on global and environmental problems. Greenpeace started its shipbreaking campaign by highlighting this environmental and human rights disaster in 1998. Since then the environmental organisation has been working for a global solution be it through the Basel Convention, the IMO (International Maritime Organisation) and the ILO (International Labour Organisation) as well as in the shipbreaking countries such as India and Turkey. Based in Amsterdam, The Netherlands. >[www.greenpeace.org](http://www.greenpeace.org)  
>Contact: Nadia Haiama, [nadia.haiama@greenpeace.org](mailto:nadia.haiama@greenpeace.org)



**THE INTERNATIONAL BAN ASBESTOS SECRETARIAT (IBAS)** is an independent body dedicated to the world-wide eradication of the continuing use of asbestos and the minimisation of dangers from asbestos products already within society. IBAS works to obtain a universal ban on the future use of all forms of asbestos. The organisation also provides information that will assist asbestos victims seeking redress and financial compensation from employers, asbestos manufacturers, governments and others who may have caused their diseases. Based in London, UK. >[www.ibas.binternet.co.uk](http://www.ibas.binternet.co.uk)  
>Contact: Laurie Kazan-Allen, [lka@binternet.com](mailto:lka@binternet.com)



**LEGAL INITIATIVE FOR FOREST AND ENVIRONMENT (LIFE)** comprises of groups of lawyers working on issues of environmental democracy. It aims at creatively using the existing legal framework and institutions in protecting areas of vital ecological importance. LIFE works nationally with local groups, individuals and communities through a unique combination of litigation, investigation, information dissemination, capacity building and supporting campaigns and movements. Based in New Delhi, India.  
>Contact: Ritwick Dutta, [ritwickdutta@gmail.com](mailto:ritwickdutta@gmail.com)



**THE NORTH SEA FOUNDATION** is a Dutch environmental NGO that searches for alternative solutions and seeks dialogue with decision makers. The organisations constructive approach enables it to influence the marine environmental policies of the public administration, politicians and user groups (such as fishermen and ship owners). But when necessary it will take action, be that legal, media pressure or public awareness raising. In 2002, the North Sea Foundation launched the 'Clean Ship' concept, which is a strategy towards zero-impact shipping. Based in Utrecht, the Netherlands. >[www.noordzee.nl](http://www.noordzee.nl) >Contact: Merijn Hougee, [m.hougee@noordzee.nl](mailto:m.hougee@noordzee.nl)



**THE BANGLADESH OCCUPATIONAL SAFETY, HEALTH AND ENVIRONMENT FOUNDATION (OSHE)** is a specialized labour foundation established in 2003 by workers initiative working on issues affecting employment, income, economy and environment and the livelihoods of working people. OSHE perform as catalyst to promote tripartism at national level and serving as umbrella for the different national trade union centres and industrial trade unions working together on promotion of Decent Work, and other workplace related development issues based on collective approach. OSHE is the national collaborating centre of the International Safety and Health Information Centre of the International Labour Organization (CIS-ILO). Based in Dhaka, Bangladesh. > [www.oshebd.org](http://www.oshebd.org)  
> Contact: Repon Chowdhury, [oshe@agni.com](mailto:oshe@agni.com)



**PREVENTION OF HAZARDOUS SHIPBREAKING INITIATIVE** is a coalition of environmental and labour rights NGOs based in Turkey. The group focuses on proper waste management and respect of labour rights at the shipbreaking sites in Aliaga, Izmir. They have been a pivotal pressure group in cases such as the MS Otapan. Based in Izmir, Turkey.



**SUSTAINABLE DEVELOPMENT POLICY INSTITUTE (SDPI)** is an independent, non-profit premier research organisation founded in August 1992 on the recommendation of the Pakistan National Conservation Strategy (NCS). It focuses on sustainable development, globalisation, environment, education, health, trade, and has incorporated emergency work and rights-based work as a result of the spate of natural disasters in country. SDPI is also actively involved in gender mainstreaming, research and advocacy as a strategy for achieving wider impact on the causes of poverty, which include injustice and inequality. It seeks to promote the vision of a peaceful, prosperous, just and democratic South Asia. Based in Islamabad, Pakistan. >[www.sdpi.org](http://www.sdpi.org)  
>Contact: Sadaf Liaquat, [liaquat.sadaf@sdpi.org](mailto:liaquat.sadaf@sdpi.org)



**TOXICS LINK** is an Indian NGO working together for environmental justice and freedom from toxics. They collect and share information about the sources and dangers of poisons in our environment and bodies, as well as about clean and sustainable alternatives for India and the rest of the world. Amongst the main focus areas is to promote clean industries and raise awareness about the relationship between chemicals, such as POPs and pesticides, and health. Based in New Delhi, India.  
>[www.toxicslink.org](http://www.toxicslink.org) >Contact: Satish Sinha, [satish@toxicslink.org](mailto:satish@toxicslink.org)



**YOUNG POWER IN SOCIAL ACTION (YPSA)** is a social development organisation that started in 1985 in Bangladesh. It aims to promote sustainable development through a holistic approach. YPSA follows the issues related to workers rights, tries to obtain improved working conditions at Chittagong shipbreaking yards and does advocacy for a policy to ensure human rights in the shipbreaking industry. In addition to awareness raising activities and research publications about the subject, YPSA also provides instant help to injured shipbreaking workers and families of the dead workers along with different development programs for the villages surrounding the yards. Based in Chittagong, Bangladesh. >[www.shipbreakingbd.info](http://www.shipbreakingbd.info) and [www.ypsa.org](http://www.ypsa.org) > Contact: Muhammed Ali Shahin, [shahinhelpsgreen@gmail.com](mailto:shahinhelpsgreen@gmail.com)



NGO  
SHIPBREAKING  
PLATFORM

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