



NGO  
SHIPBREAKING  
PLATFORM



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ANNUAL REPORT

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# 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 the few 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 20 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.

## 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 to prevent dirty and dangerous practices, such as the dumping of end-of-life vessels on the beaches in developing countries.

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### ABOUT THIS REPORT

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# EDITORIAL



Thanks in no small part to the continued efforts of the NGO Shipbreaking Platform and its member organisations, the call for safe, clean and just ship recycling is increasingly being echoed by concerned policy makers and industry with a stake in shipping.

The European Union will shortly publish a global list of ship recycling facilities that comply with environmental, health and safety standards that will ensure decent working conditions and proper management of hazardous wastes. The list will function as an important market differentiator for the recycling facilities that have already invested in proper infrastructure and occupational health and safety standards. It is also likely to prompt a real business case to innovate and invest in cost effective and sustainable practices. That facilities around the world have applied to be on the EU list is indicative of its potential impact. Ship owners will simply need to pick one of the many facilities that will feature on the list.

But will they? Probably not if it is left to their own decision. The requirement to use an EU listed facility is easily avoided by simply swapping an EU flag with that of any pacific island that offers a 'last voyage registration' discount. Cash buyers, companies specialised in trafficking scrap ships to breakers that use the cheap, but dangerous and polluting method of beaching, will assist ship owners in doing just that. Flags such as Comoros,

Niue and Palau that are known for their poor implementation of international maritime law are particularly popular with cash buyers. Who believes that the worst performing flags and cash buyers benefitting from the worst shipbreaking conditions will ensure improvements?

The Platform does not – and it will therefore be pushing for additional incentives to direct ship owners towards the use of the EU list. Shipping has always been most effectively regulated at the level of port states – indeed it is only when the EU, the United States or other regions take unilateral action to curb substandard practices that the International Maritime Organisation follows suit. The idea is simple: contributions for a 'ship recycling licence' will be collected from all vessels trading in the EU. Moneys accumulated during a ship's operational life will be set aside and only paid back to the last owner if the ship is recycled in a facility on the EU list. Proper ship recycling only represents a fraction of the operating costs of shipping and an even smaller fraction of their profit margins.

Today, banks, investors and clients of shipping are increasingly also pushing for improved standards. That is a much welcomed development. Financial institutions the Platform is talking to agree that recycling is part of the shipping industry's value chain and that a clear departure from the unnecessarily risky practice of beaching is needed. A financial incentive and demands from banks, investors and clients of shipping will help close the gap between 'green dollars and green recycling'.

Many more ships are expected to head for the scrapping yards in the coming years due to the overcapacity in especially the container market and oil and gas sector. A large number of floating oil production and storage tankers, drill ships and semi-submersible

platforms that have operated in the North Sea will be decommissioned. Ship recycling is an industrial activity that needs industrial methods, equipment and standards - a beach is never going to be an appropriate place for a high-risk heavy industry involving hazardous waste management.

2016 saw the worst catastrophe in the history of the industry - on 1 November, at least 28 workers were killed instantly and more than 60 injured due to an explosion and massive fire on a tanker beached in Gadani, Pakistan. 22 men lost their lives at the Bangladeshi yards in Chittagong, another 29 men suffered serious injuries. At least two workers lost their lives in Alang, India, but the death toll is feared to be higher as accident records are not shared. By supporting a method which is banned in Europe, the United States and in China, Danish Maersk Group's U-turn back to the beach in India is scotching development in South Asia. The need for the NGO Shipbreaking Platform to continue to counterbalance arguments from an industry not used to being held accountable for its devastating practices is, more than ever, crucial.

We expect European shipping lines that seek to call themselves socially and environmentally responsible to adhere to European standards. We expect European banks and investors to back that call. The future of ship recycling is on the EU list, and not on the beach. With continued commitment from Platform member organisations and increased cooperation with industry leaders, the Platform's quest to prevent the human rights abuses and environmental injustice provoked when ships are traded to dirty and dangerous breaking yards continues, strengthened, in 2017!

**Ingvid Jenssen,**  
Director, NGO Shipbreaking Platform





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## WHAT IS THE PROBLEM ?

A sea-going vessel reaches the end of its operational life after about 20-30 years. Roughly 1000 large commercial vessels are dismantled annually. When shipping companies sell their old ships for scrap, they cash in a profit: about 90% of a ship's structure is made of steel which is recovered during the demolition process. The amount of money recovered from selling a vessel for scrap will depend on the size and type of vessel, as well as on the market price of steel. It will also depend on the environmental and safety standards that are followed at the given yard. A ship owner can earn millions USD more by selling to a yard that pollutes and ignores occupational health and safety laws.

Compared to sinking or abandonment, recycling is the only environmentally-friendly way of getting rid of an old ship because it ensures the reuse of valuable resources such as steel. However, ship recycling is a heavy and hazardous industry that exposes both workers and the environment to a great number of risks. Therefore it must be carried out in line with standards that safeguard the workers, the surrounding communities and the environment. Yards must have the proper infrastructure, equipment and procedures to fully contain

and control pollution, to safely handle and dispose of hazardous waste, and to prevent accidents and impairment of workers' health.

The five main shipbreaking countries in the world today are India, Bangladesh, Pakistan, Turkey and China. The majority of end-of-life ships are sold to substandard beaching facilities in the three South Asian countries. In 2016, a shocking 86% of the world's end-of-life tonnage was broken under rudimentary conditions on these beaches.

### DIRTY PRACTICES

Shipbreaking in South Asia is carried out directly on intertidal beaches where the vessels are grounded, pulled and broken apart manually. Cutting a vessel on a beach does not allow for safe working conditions with proper heavy lifting machinery and cranes. The muddy intertidal zone does not provide for the containment of pollutants, including prevention of leakages into the water and soil.

In addition to toxic materials such as asbestos, PCBs, oil residues and organic waste, ships also contain heavy metals – including in toxic paints. Debris and paint

chips, released during the cutting process and the crashing of large parts into the sea contaminate the sediments or are washed out by the tidal water. The pollution and the uprooting of coastal vegetation, such as mangrove forests, endanger the biodiversity of the coastal areas and affect the livelihoods of fishing communities.

Millions of tons of hazardous wastes are imported to South Asian countries in the form of end-of-life ships. The hazardous wastes built into the structure of the vessel are in most cases not properly identified, and therefore harm workers unknowingly. Moreover, an alarming amount of hazardous substances are not disposed of properly and are either illegally dumped or re-sold on the local market. The shipbreaking industries in Bangladesh and Pakistan are completely void of hazardous waste treatment and storage facilities. In India, it is legal to re-sell asbestos-containing material.

Whilst environmental protection and monitoring must also be vigilantly ensured where other methods of ship recycling are used, the beaching method is destined to pollute due to the fact that the ship is broken in the intertidal zone.



© Andreas Ragnarsson

### **DANGEROUS PRACTICES**

Shipbreaking has been declared the most dangerous job in the world by the ILO. Explosions, falls from great heights and dropping steel parts severely injure or even kill workers. Workers also suffer from long-term health effects due to the exposure to toxic fumes and hazardous materials as well as harsh and unhealthy working and living conditions. Without personal protective equipment the risk of contracting a fatal occupational disease at a shipbreaking yard, such as cancer and asbestosis, is high.

In South Asia, ships are beached at high tide and workers access them at low tide, cutting the structures manually with blow torches. Workers are not provided with sufficient protective equipment and are not adequately trained to work in such a hazardous and heavy industry. Proper respiratory protection during the cutting process through toxic paints is absent in all South Asian yards. In Bangladesh many workers go barefoot or in plastic sandals, and whilst child labour in hazardous industries is banned in Bangladesh many young teenagers are illegally employed in the yards, even working night shifts.

The safe use of heavy machinery to lift cut-off steel parts is not possible on the beaches. Consequently, large parts of the ship crash down on the beach, a practice known as the gravity method. Falling blocks is one of the main causes of severe and fatal accidents as workers are crushed by the heavy steel pieces. Only in few cases are disabled workers given compensation to start a new livelihood, most often the workers and their families are simply thrown back into extreme poverty.

Also in Aliaga, Turkey, there are health and safety concerns for workers. Accidents, in some cases fatal, are still frequent, and the awareness of occupational diseases is dramatically poor. In China, there is a lack of transparency in terms of accident rates and there are concerns related to the absence of independent trade unions.



**SHIPBREAKING HAS BEEN  
DECLARED THE MOST  
DANGEROUS JOB IN THE  
WORLD BY THE ILO**

### **AVOIDING RESPONSIBILITY: CASH BUYERS AND FLAGS OF CONVENIENCE**

Cash buyers are used as intermediaries for end-of-life sales to the beaching yards. These companies are specialised in end-of-life deals and become the new owners of the ship for a couple of weeks only before selling it for the highest scrap price. The cash buyers typically re-flag and re-name the ship. Certain

flags known for their poor implementation of international maritime law are particularly popular with cash buyers. These small island tax havens offer their flag for a cheap 'last voyage' registration fee, often not even with a requirement to incorporate with a post box company. The shipbreaking crisis cannot be effectively regulated by flag state jurisdiction, as the cash buyers, or the ship owners themselves, will always be able to find flag states that are known for not ratifying or properly implementing international conventions and laws, including those regulating ship recycling.

## **SUSTAINABLE SOLUTIONS**

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 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 used alternative is pier-side demolition, used 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. The EU will publish a list of ship recycling facilities that comply with high environmental and safety standards. This list will provide ship owners and all stakeholders with a clear reference for sustainable solutions.



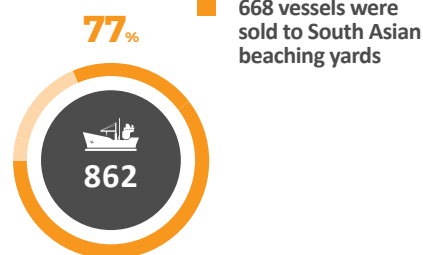
# THE GLOBAL SHIPBREAKING CRISIS: FACTS AND FIGURES

Each year the NGO Shipbreaking Platform collects data and publishes an annual list of ships dismantled world-wide. In 2016, 862 vessels were dismantled. 668 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 on beaches, Bangladesh – where conditions are known to be the worst – remained the preferred scrapping destination worldwide in terms of tonnage dismantled.

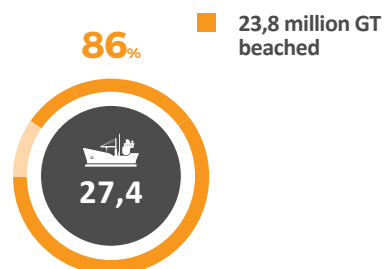
Most vessels scrapped in 2016 were bulk carriers, followed by general cargo and container ships, oil and gas tankers, roll-on roll-offs, passenger vessels and oil platforms. Looking at the size of vessels scrapped on the beaches of South Asia, Pakistan received the largest vessels followed by Bangladesh, while Indian yards scrapped more medium-sized ships. China and Turkey tend to recycle smaller vessels on an average. Thus, the larger the vessel the more likely it ends up on a beach in Pakistan or Bangladesh – where conditions are worst.

## TOTAL

### NUMBER OF SHIPS DISMANTLED WORLDWIDE



### GROSS TONNAGE (MILLION) DISMANTLED WORLDWIDE



### MAIN SHIPBREAKING DESTINATIONS

#### BANGLADESH

222 ships

9,553,930 GT

#### INDIA

305 ships

8,220,191 GT

#### PAKISTAN

141 ships

6,035,228 GT

#### CHINA

74 ships

2,495,516 GT

#### TURKEY

92 ships

1,004,335 GT

#### REST OF THE WORLD

28 ships

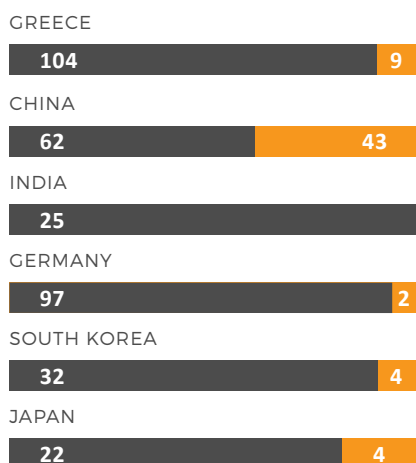
91,921 GT





## WORLD'S WORST SHIPPING NATIONS

- BEACHED SHIPS
- SHIPS DISMANTLED OFF THE BEACH

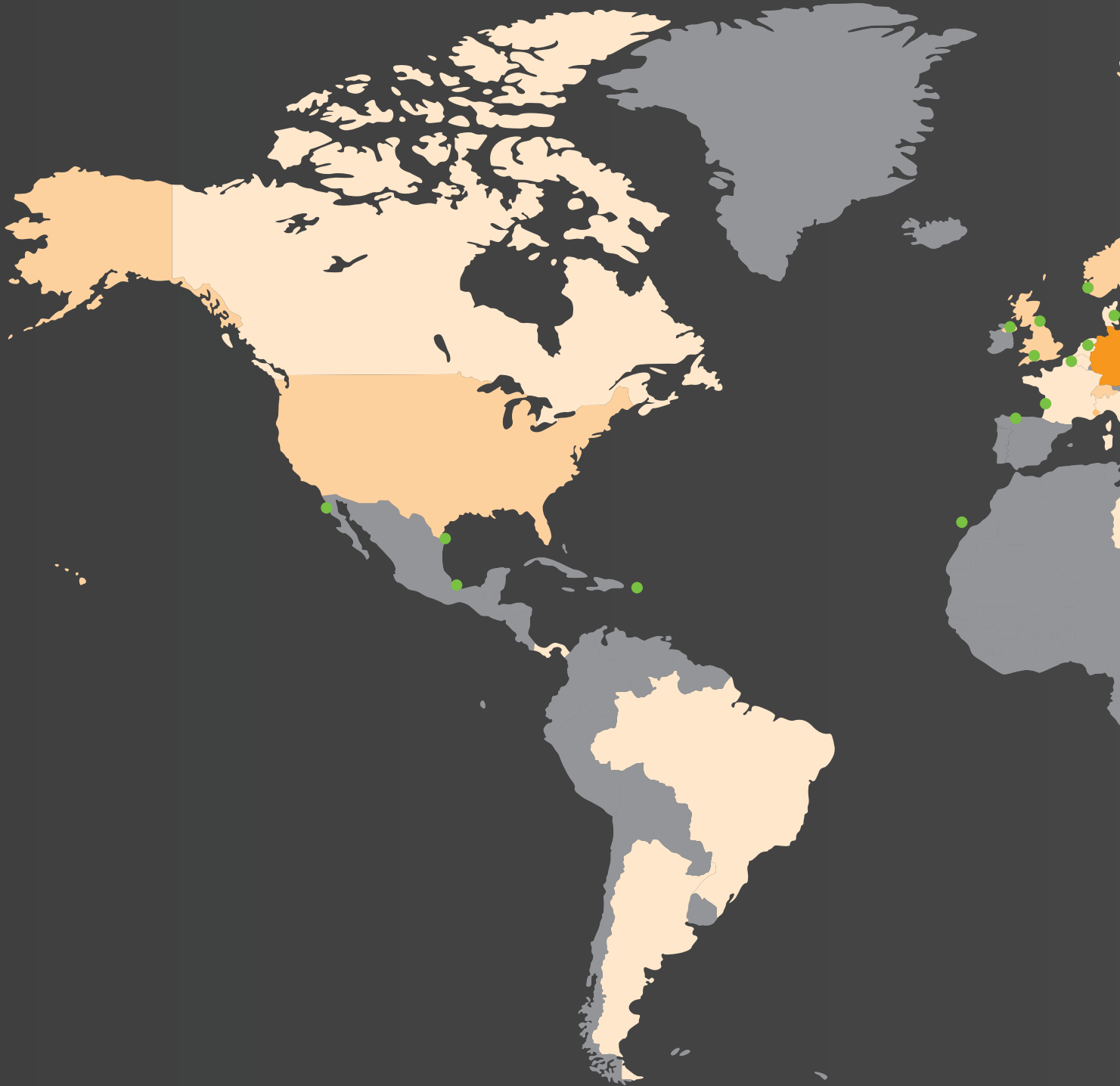


It may be surprising for a country whose industry is proud of green technology and engineering solutions, but in 2016 Germany was responsible for the worst shipbreaking practices amongst all ship-breaking nations when one compares the

size of its fleet to the number of ships broken irresponsibly. German owners, banks and ship funds had a staggering 97 ships rammed up on the beaches of South Asia out of a total of 99 vessels sold for demolition. That not being enough, close to 40% were broken in Bangladesh, where conditions are known to be the worst. Greece was responsible for the highest absolute number of ships sold to South Asian shipbreaking yards: 104 ships in total. Since the Platform started to compile data in 2009, Greek shipping companies have unceasingly topped the list of owners that opt for dirty and dangerous shipbreaking. Other major ship-owning countries like Japan and South Korea sent nearly all of their old vessels for breaking in substandard yards on the beaches of South Asia. Chinese ship owners sold 43 of their Chinese flagged end-of-life vessels to domestic ship recycling facilities, for which they receive subsidies from their government, while still dumping more than half of their old ships on beaches. India sold all vessels to beaching facilities, 13 out of 25 were sold to Pakistan and Bangladesh.

European ship owners are responsible for more than one third of all ships sold for breaking. The total number of EU-owned and/or EU-flagged vessels dismantled in 2016 worldwide were 328: 274 of these ships, representing a jaw-dropping 84% of all European end-of-life ships, ended up in either India, Pakistan or Bangladesh. In terms of tonnage scrapped, European-owned ships thus represented more than 40% of all end-of-life vessels scrapped on the beaches.

Out of the 274 European vessels that were beached, only 44 were still sailing under European flag. 19 European-flagged vessels swapped their flag to a non-EU flag of convenience just weeks before hitting the beach. The most popular end-of-life flags amongst all vessels scrapped on the beaches in 2016 were Panama, St Kitts and Nevis, Liberia, Comoros, the Marshall Islands and Palau. Palau, St Kitts and Nevis and Comoros are flags that are almost exclusively used by cash buyers at end-of-life.



## LEGEND

- > 90 ships sent to the beach
- 50 - 90 ships sent to the beach
- 20 - 49 ships sent to beach
- 10 - 19 ships sent to the beach
- < 10 ships sent to the beach



Beaching locations



OFF THE BEACH locations

## SHIPS BEACHED

BANGLADESH

222 ships

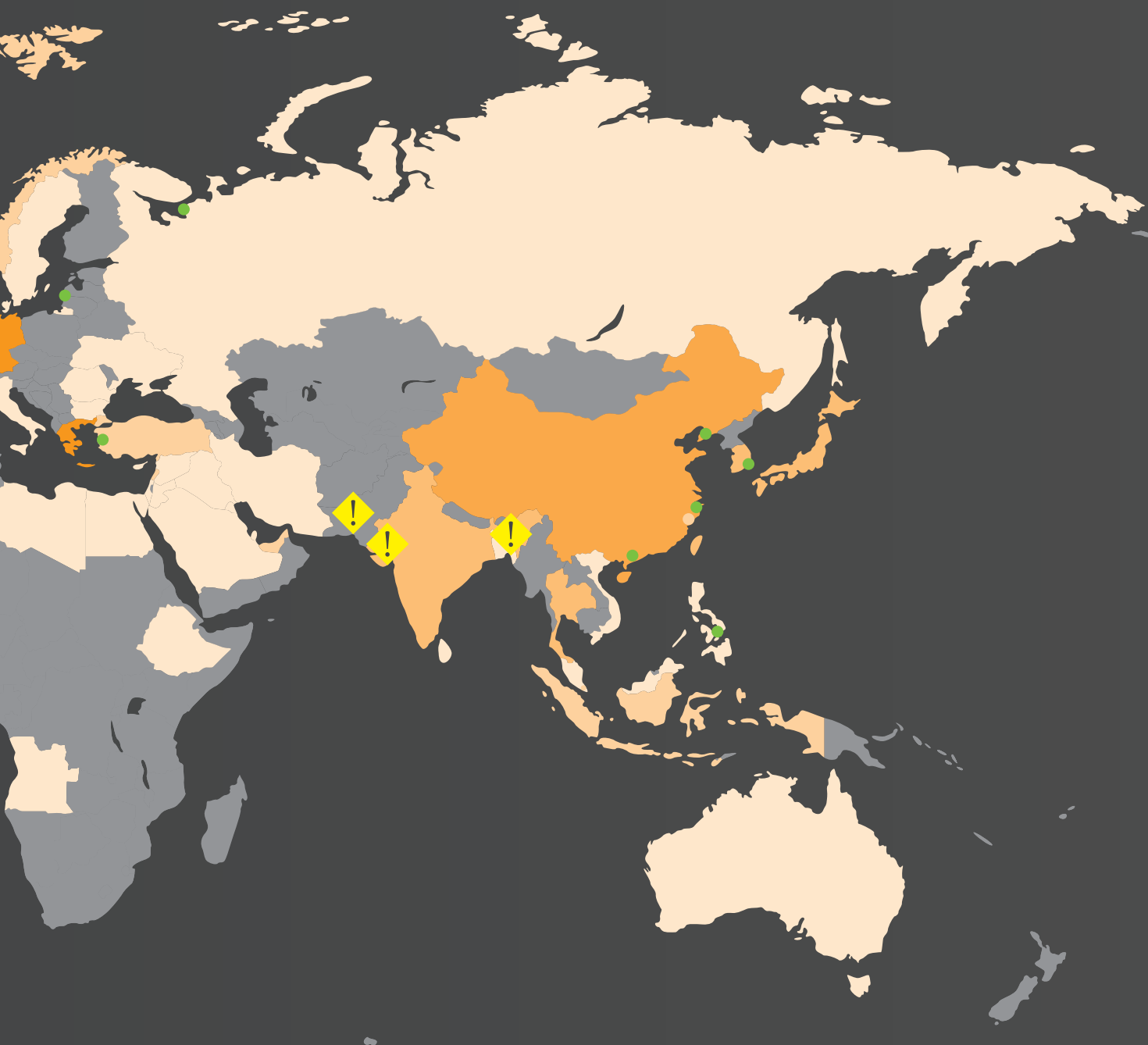
INDIA

305 ships

PAKISTAN

141 ships





## FROM EUROPE TO THE BEACH

GREECE	104	BELGIUM	4
GERMANY	97	DENMARK	3
UK	13	MALTA	3
SWITZERLAND	11	BULGARIA	2
NORWAY	11	FRANCE	2
CYPRUS	9	NETHERLANDS	2
ITALY	7	SWEDEN	1
ROMANIA	5		

84% of all European end-of-life GT ended up in either India, Pakistan or Bangladesh. EU-owned and/or EU-flagged ships represented more than 40% of the tonnage broken on the beaches in South Asia.

Data include EFTA countries' figures

# MONITORING THE PROBLEMS OF SHIPBREAKING IN INDIA

## What is the issue?

Shipbreaking practices on the beaches of Alang, Gujarat, have been under the spotlight of NGOs for more than 20 years. Appalling working conditions and pollution were first documented by Greenpeace in 1998. Following cases filed by local NGOs, the Supreme Court issued several rulings demanding the improvement of the industry in line with national and international requirements for safe working conditions, environmental protection and waste trade law. The Government responded with the adoption of the Ship Recycling Code in 2013, and the Gujarat Maritime Board (GMB) set up a waste reception facility. Workers now receive a very basic training.

Still, the working and living conditions for shipbreaking workers as well as the environmental protection standards in Alang remain alarmingly low. According to the press, at least 13 workers died in 2014. Local trade unions reported that at least six were killed in 2015 while the authorities only admitted four. Despite that the GMB refuses

to share figures for 2016, the NGO Ship-breaking Platform was able to reveal at least two fatal accidents in 2016. The real figures are feared to be much higher. Severe injuries and occupational diseases are not documented at all and impunity for yard owners remains a serious concern: no yard owner has ever been held responsible for the death of a worker as they manage to put pressure on the law enforcers to quickly drop the charges.

In 2015, four yards in Alang received a Statement of Compliance (SoC) with the requirements of the International Maritime Organisation's Hong Kong Convention (HKC). In 2017, around 70 yards are expected to obtain SoCs – more than half of all the plots. The industry wishes to create the impression that it has turned fully "green"; however, the standard set by the HKC is very weak and ignores crucial issues such as labour rights and downstream waste management. Disregard of the negative environmental impact of the beaching method, including hazardous operations in the intertidal zone and the use of the gravity method, which the Hong Kong Convention does not prohibit,

remain serious concerns, as does the lack of proper accommodation and medical facilities for workers and poor downstream waste management. Asbestos contaminated materials can be resold in India and there is no proper disposal site for PCBs.

Also throughout 2016, NGOs have been refused access to the yards despite repeated promises from yard owners and shipping lines to open up the site.



**THERE IS CONTINUED POLLUTION OF THE COASTAL ENVIRONMENT WHEN SHIPS ARE DISMANTLED ON THE BEACH. IN OTHER PARTS OF THE WORLD THIS METHOD IS NOT ALLOWED AND WE APPLAUD THE EUROPEAN UNION FOR TAKING A STRONG STANCE AGAINST THE CONTINUED ACCEPTANCE OF THE BREAKING OF SHIPS DIRECTLY ON THE BEACH.**

**MAHESH PANDYA, PARYAVARAN MITRA (ENVIRONMENTAL NGO) AND BHARAT PATEL, MASS (FISHERMEN'S TRADE UNION-GUJARAT)**



## What have we done?

### ECSA 'FACT-FINDING' DENOUNCED

In April 2016, the European Community Shipowners' Association (ECSA) visited selected yards that hold a SoC and published a 'fact-finding' report. The Platform criticised the report for ignoring the many grave shortcomings of the beaching method, and for simply echoing the yard owners' one-sided accounts. The damaging environmental impacts of breaking ships in the intertidal zone of a beach are well known: slag, toxic paint particles and debris, including metal scrap and plastics, are released into the environment when the ship is torched and large metal pieces are simply dropped onto the sand or into the sea. Even though Indian laws on hazardous waste management are known to be weak and inconsistent, ECSA blindly trusts that the yard owners will voluntarily ensure environmentally sound waste management.

Likewise, ECSA's account of the social welfare system that yard owners have reportedly "voluntarily" put in place has little root in reality. Despite naming it a 'fact-finding' mission, ECSA did not

check whether informal migrant workers, who make up the majority of Alang workers, actually benefit from social welfare or even have contracts. A report from the renowned Tata Institute for Social Science revealed dire working conditions including the lack of contracts, pension schemes and insurances. Most workers in Alang still have to live in makeshift shacks, and there is no hospital to treat severe injuries. Instead of consulting the trade unions or local researchers, ECSA decided to only listen to the shipbreaking industry. Indian and international NGOs were excluded from participating in the visit.

### MAERSK: OFF THE BEACH!

When Maersk made it public in February 2016 that they would beach their end-of-life ships in India again, the Platform strongly criticised this decision. The world's largest shipping line had previously been guided by a progressive policy: its old vessels were dismantled in modern and selected ship recycling facilities off the beach. Maersk estimated that going back to the beaches would bring an extra income of 1-2 million USD for every ship sold for scrap. The change in policy was thus profit-driven. The Platform calls

on Maersk not to externalise the costs for proper recycling to yards with low standards. Truly visionary leadership from Maersk would entail only working with state-of-the-art ship recycling facilities instead of rubberstamping practices the company itself has previously denounced.

The Platform cooperated with DanWatch, a network of investigative journalists, that after a covered field visit to Shree Ram, published their findings in October 2016 revealing breaches of labour rights, workers exposed to grave risks for their health and safety, and pollution caused by the breaking of ships in the intertidal zone. The journalists found that Maersk's shipbreaking practices did not even remotely meet the company's own standards. Danish experts for occupational health and safety were shocked to see the conditions on the ground. Had this happened in Denmark the yard would have been closed on the spot, they said. Shree Ram has received a SoC from Japanese classification society ClassNK and is supposed to be one of the "best" yards in Alang. The DanWatch revelations clearly demonstrated the wide discrepancy between the industry's greenwashing efforts and the factual conditions on the beach.



# MONITORING THE PROBLEMS OF SHIPBREAKING IN BANGLADESH

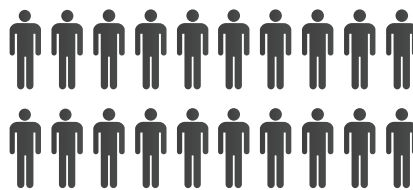
## What is the issue?

Dirty and dangerous shipbreaking practices in Bangladesh have been strongly criticized both by international and local NGOs for many years. Severe pollution caused to the marine environment, hazardous waste dumping, appalling working conditions causing many severe and fatal accidents, as well as the wide-spread illegal exploitation of child workers are amongst the main concerns. Shipbreaking first grew into an industry in Bangladesh in the 1980s; however, it was not officially recognised - and thus not regulated - until 2011.

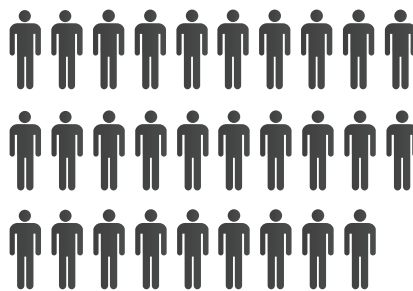
End-of-life vessels are imported with fake certificates claiming that they are free of hazardous materials which therefore cannot be properly detected and safely removed. Furthermore, the Chittagong area remains void of treatment facilities for hazardous wastes from shipbreaking, such as a landfill for asbestos. Hazardous materials are simply either dumped or re-sold.

Serious concerns relate to workers' health and safety and the systematic breaches of basic labour rights. Workers usually live in unsanitary and improper accommodation. They work long hours without holidays

and usually do not have work contracts. In 2016, the Platform documented the stories of at least 29 workers who were killed and at least 20 who suffered severe injuries. The closest specialised hospital is too far for emergencies and the injured workers do not receive financial support for urgently needed medical treatment. The hospital building set up by the Bangladesh Shipbreakers Association and operated as a private clinic can only treat minor injuries.



**More than 20 workers died**



**At least 29 were severely injured**

## YOUNG WORKER DISABLED – ‘ETHICAL SHIP RECYCLING’ BY WIRANA AND GMS?

On 13 March 2016, 20-year-old worker Mominul was severely injured at Seiko Steel shipbreaking yard. He fell from great heights and suffered a severe back injury. The Chittagong Medical College could not treat his injury and Mominul remains disabled. The vessels broken at the yard at the time of the accident were the *BERGE MATTERHORN* and the *RENATE N*. The former, owned by Singaporean Berge Bulk, was reportedly traded to Bangladesh by cash buyer GMS. The latter was sold for demolition by German ship owner Neu Seeschiffahrt GmbH via cash buyer Wirana. The case illustrates that the two leading cash buyers – despite their so called “green” ship recycling programmes – trade vessels to any yard, including the worst ones. GMS and Wirana turn a blind eye on appalling conditions while seeking the highest profits. In 2014, the Platform raised the case of 25-year-old worker, Babul Das, who was crushed under a falling steel plate at Seiko Steel.



## What have we done?

### CONTEMPT RULE PENDING

The Bangladesh Environmental Lawyers Association (BELA), the Platform member that has been fighting in the courts against the shipbreaking industry's violation of the law since 2003, submitted a new petition in 2016. In March 2009, the High Court had found that the shipbreaking yards did not hold the necessary environmental clearances to operate. As a consequence, the yards were temporarily shut down. The Court demanded that the Government complies with international waste laws under the Basel Convention. End-of-life vessels have since then been imported with fake certificates claiming they do not contain any hazardous materials. In April 2016, the High Court issued a contempt rule in response to BELA's petition asking the Government and the Bangladesh Ship Breakers Association (BSBA) to explain why they have not implemented the Court's earlier judgement.

### KABIR STEEL: THE CONSEQUENCES

On 28 March, shipbreaking worker Sumon was killed inside Kabir Steel yard, a yard infamous for numerous accidents. Locals and family members gathered outside the yard

in protest. According to Bangladeshi newspapers, one of Kabir Steel's guards injured seven people when shooting at the protestors. Standard Chartered Bank had provided letters of credit in order for the yard to buy end-of-life ships. The bank agreed to meet the Platform; yet it continues to facilitate dirty and dangerous shipbreaking in Bangladesh. Belgian ship owner CMB as well as the Greek Kanellakis Group had ships broken at the yard while the incident occurred. In Belgium, the Platform ensured a two-page article in a leading newspaper. The Federal Criminal Police of Belgium has launched an investigation against CMB following the revelations of the Platform.

### SUPPORT FOR SHIPBREAKING WORKERS

The Platform's member organisations in Bangladesh provided basic health services and trainings to shipbreaking workers, as well as legal aid and support for families of dead workers and for compensation claims. Present with field staff in the shipbreaking area, our members helped to organise protests to demand safer working conditions, as well as a commemoration event for all the men killed in shipbreaking in 2016.

### BANGLADESHI ACTIVISTS IN BRUSSELS

In July, the Platform brought three high-profile members of its network from

Bangladesh to Brussels to advocate for clean, safe and just ship recycling: environmental lawyer Rizwana Hassan, labour right expert Repon Chowdhury, and the local Platform coordinator Muhammed Ali Shahin. The three activists shared their experience with experts from the European Commission, the European External Action Service, the European Economic and Social Committee as well as ECSA, the European Community's Ship Owners' Association.

### IMO PROJECT: WHITEWASHING ECONOMIC BENEFITS

Throughout 2016, the Platform continued to monitor the IMO-led project entitled "Safe and Environmentally Sound Ship Recycling in Bangladesh" (SEN-SREC) funded by NORAD. The Platform has criticised the project for legitimising the beaching method and for the lack of real civil society involvement. NGOs and trade unions have never been called to contribute with their expertise. Project reports, which have not been made public, one-sidedly focus on economic and financial aspects of the industry in an attempt to legitimise the dirty industry – while failing to take into account the human, social and environmental costs of the industry.



# MONITORING THE PROBLEMS OF SHIPBREAKING IN PAKISTAN

## What is the issue?

The conditions at the shipbreaking yards in Pakistan are extremely dire. As in India and Bangladesh, the yards in Gadani operate directly on the beach without any impermeable and drained working areas protecting the sea and sand from pollution. As there is no infrastructure to deal with hazardous wastes 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 systematic breaches of basic labour rights. Most of the shipbreaking workers in Gadani are migrant workers from the poorest regions of Pakistan.

## What have we done?

International and local NGOs and trade unions are campaigning for better working con-

ditions and environmental protection in the shipbreaking industry. We have supported the calls of NTUF and issued press statements to raise international awareness. Following the 1 November explosion, our member organisation, Center for the Rule of Law Islamabad (CroLI), filed a public interest litigation with the Human Rights Court in Pakistan which prompted a site inspection and report on the explosion by the National Commission on Human Rights. A Ship Breaking Regulatory Authority has been set up by the Government of Baluchistan to develop new and stricter laws for the shipbreaking industry. CroLI is actively contributing to that process.

## WORST EXPLOSION IN THE HISTORY OF SHIPBREAKING



At least 26 workers were killed on the spot 1 November 2016 following a major blast on-board an oil production and storage tanker beached at Gadani shipbreaking plot number 56. The blast was caused by

several gas cylinder explosions that set fire to large amounts of oil residues and flammable gases left on-board the tanker. An additional 60 workers were reported injured, many in a critical state. Four workers remain missing as their bodies have not been found. The lack of ambulances made the transport of the injured workers extremely difficult. As there is no medical treatment centre in Gadani, workers had to be brought to hospitals in Karachi, making it impossible to intervene in time to treat severe injuries.

The tanker that exploded changed flag and name just weeks before it reached the beach of Gadani, but the cash buyer used for the sale of the end-of-life ves-

sel remains unknown. Following the explosion, trade union announced a three day mourning and strike at all yards. The government initially closed the yards in Gadani, banned the import of oil tankers, and has promised a full investigation on the accident. Yard owner Abdul Ghafoor remained in hiding, though a case of criminal negligence has been launched against him. Two of his employees were arrested on charges of murder. The explosion on 1 November was the worst blast ever in the shipbreaking industry in terms of fatalities and was caused by gross negligence and complete disregard of existing standards for safe working conditions.



# MONITORING SHIP RECYCLING ELSEWHERE

## TURKEY

In 2016, Turkey dismantled 92 ships, including several drill 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. NGOs and local labour rights groups, including Platform partner Istanbul Health and Safety Labour Watch (IHSLW), are concerned about the high accident rate and the low awareness of occupational diseases at the Aliaga yards. As in South Asia, trade union organisation remains weak in Aliaga. The landing method which is used in Turkey 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. Several of the yards in Aliaga have applied to be on the upcoming EU list of approved ship recycling facilities. In order to make it on the EU list, the yards will be subject to critical assessment of their environmental and social performance.

## CHINA

Several Chinese companies have invested in modern ship recycling facilities that have the capacity to break a substantial amount of large vessels alongside piers and in docks. The beaching method is banned in China. Currently, the Chinese government subsidises the domestic scrapping of Chinese-owned and flagged vessels. China has also developed into one of the preferred destinations for ship owners, mainly from Europe, who seek clean and safe recycling. Several yards have applied to be on the EU list of approved recycling facilities. The absence of independent trade unions, however, remains a challenge in China. Also, while the yards are highly developed at the level of technology and methods used, not all yards are fully equipped and provide adequate training for the proper removal of hazardous wastes, in particular asbestos. Asbestos is still widely used in China, and yards do not always guarantee that all asbestos-containing materials are properly disposed of.

## REST OF THE WORLD

In December 2016, the European Union published the list of ship recycling facilities that are approved according to the EU Ship Recycling Regulation and located in an EU Member State. 18 facilities located in Belgium, Denmark, France, Latvia, Lithuania, the Netherlands, Poland, Spain and the UK have been approved and together have a total capacity to recycle 1.1 million LDT. These yards are currently breaking government-owned and smaller vessels, but have signalled that a promise of a larger market share of the commercially owned bigger vessels would prompt investments to enlarge the yards so that they can also recycle bigger ships. Also in the US, such as in Brownsville, Texas, and in Puerto Rico, facilities are able to recycle vessels in a safer and more environmentally friendly way than on the beaches of South Asia. Several of these facilities have applied to be on the EU List. Most of the facilities in Europe and the US, as in also China, operate under-capacity as they are unable to compete with the higher prices offered by the beaching yards in South Asia.

# GETTING THE LEGAL FRAMEWORK RIGHT

## What is the issue?

Under international environmental law, end-of-life vessels are considered hazardous waste. However, international law governing the trade of end-of-life ships - UNEP's Basel Convention - is easy to circumvent for ship owners. Under the pretext of continued operational use most ship owners do not declare their intent to dispose of their vessels and thus escape from law enforcement. Pretending to be concerned about the environmental and social problems of shipbreaking, the industry-driven International Maritime Organisation adopted the Hong Kong Convention in 2009. So far, only six countries have ratified the Convention. More than 100 global environmental and human rights

organisations, the UN Special Rapporteur on Human Rights and Toxics and European policy makers have denounced the Hong Kong Convention for merely rubberstamping the status quo. The Hong Kong Convention does not ban beaching; it does not regulate the downstream management of hazardous wastes; and it sets no standards for labour rights. It finally provides no independent certification and auditing scheme. As international institutions have failed to provide solutions to the shipbreaking crisis, the EU adopted in 2013 a new Ship Recycling Regulation. European shipping companies control more than 40% of the world fleet and continue to top the global list of ship dumpers. The EU therefore has an important role to play in finding sustainable solutions. The standard for sustainable ship recycling set by the EU is an important step in the right direction.

## 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.

## What have we done?

### NO TO BEACHING ON THE EU LIST!

We have actively engaged with EU Member States and the European Parliament to safeguard the standard set by the EU Ship Recycling Regulation. Some Member States with strong shipping interests have been pushing for the EU to lower its standard so that beaching facilities may be accepted on the EU list of approved yards. European ship owners have also been quick to endorse the so-called Statements of Compliance with the Hong Kong Convention that some of the beaching facilities in Alang, India, have obtained. European Shipowners' Associations claim that these facilities should be approved by the EU. With a particularly successful collaboration with Danish investigative journalists, we were able to reveal the social and environmental problems of the yards in Alang that claim they operate in compliance with the Hong Kong Convention. This prompted a debate in the Danish Parliament on container giant Maersk's U-turn to the beaches in India where all Danish opposition parties clearly stated that



beaching is unacceptable and that Danish shipping companies should operate in line with EU legislation. Also a report commissioned by the French government clearly stated that France should not support the inclusion of beaching facilities on the EU list. In Germany, we gained the support from parliamentarians and contributed our expertise to the UN Special Rapporteur on Toxics and Human Rights who sent a letter to the German government on the human rights breaches committed by German shipping companies that sell their ships to beaching facilities in South Asia.

#### REVEALING HAZARDOUS WASTE TRAFFICKING: NORTH SEA PRODUCER CASE

The Maersk-owned floating oil production and storage tanker, North Sea Producer, left the UK in May 2016 and was directly towed to Bangladesh where it was beached for scrapping. Having operated in the North Sea, the vessel is likely to contain residues that are contaminated with Naturally Occurring Radioactive Material (NORM) and sulphur, in addition to the various other hazardous materials in its structure and tanks. The tanker's export from the UK for demolition in Bangladesh is illegal under the European Waste Shipment Regulation. We therefore called on the UK Government to hold the Maersk-owned North Sea Production Company responsible for illegal trafficking of hazardous waste. This has prompted investigations that are still ongoing. The ship was sold directly to cash buyers GMS, via an anonymous post box company in St. Kitts and Nevis. GMS

is one of the world's largest companies that specialises in selling end-of-life tonnage to the beaching yards in South Asia and have been involved in similar illegal waste trafficking cases before – such as in 2012 when they used anonymous post box companies in Panama and the end-of-life flag of Belize to illegally export two French ferries, SeaFrance's Cézanne and Renoir, from France to India. Maersk knew that their tanker would end up in a dirty and dangerous shipbreaking yard when they sold it to GMS. The case has also been high up on the agenda of Danish media, prompting both policy makers and investors of Maersk, including Nordea, and pension funds PFA, ATP and KLP, to react. A large number of similar tankers and floating platforms used in the North Sea will need to be decommissioned in the coming years – we are asking governments to effectively prevent illegal trafficking of these vessels and structures by supporting public strategies for the creation of jobs in the EU that will ensure the environmentally sound recovery of valuable resources.

#### MAKE THE POLLUTER PAY!

In our report "What a difference a flag makes" we show that the extensive use of flags of convenience at end of life will undermine the implementation of the EU Ship Recycling Regulation as ship owners will be able to circumvent legislation by simply swapping an EU flag with that of a non-EU flag. All ships sold for dirty and dangerous breaking in South Asia are sold via the use of middle men: the 'cash buyers'. Cash buyers change

the flag of the end-of-life ships thereby offering ship owners a way to escape regulation. Ship owners are expected to continue selling to cash buyers as they are able to offer the highest price for the ships. A financial incentive based on the polluter pays principle and which targets all vessels coming to European ports is the only means to push ship owners towards using ship recycling facilities that are on the EU list. We were successful in prompting the European Economic and Social Committee to issue an 'own initiative opinion' on the necessity of a financial incentive. Together with trade union IndustriAll Europe and SEA Europe, the European Ships and Maritime Equipment Association, we voiced strong support for the positive impacts a financial incentive can have on jobs and investments, as well as the importance of R&D and innovation.



**WE HAVE TO END THIS DANGEROUS WORK, WHICH NOT ONLY EXPLOITS THE POOREST, BUT ALSO PUTS THEIR LIFE IN DANGER ON A DAILY BASIS. IT IS THE EU'S MORAL DUTY TO DEFEND WORKERS' BASIC RIGHTS ABROAD TOO.**

**MARTIN SIECKER, EUROPEAN ECONOMIC AND SOCIAL COMMITTEE**

# MAKING BUSINESS DO THE RIGHT THING

## What is the issue?

Even though there may be countries where there are good laws to regulate the shipping companies and their scrapping practices, the ease with which ship owners can change flag and therefore choose another set of laws to follow is alarming. Popular flags at end-of-life in 2016 were the big flags of Panama and Liberia, but ships often changed to Saint Kitts and Nevis, Comoros, Tuvalu and Palau. Ship owners circumvent laws by using such flags of convenience and thereby free themselves of legal obligations. 2016 was a record-breaking year for the bad

breaking practices of the German ship owners, such as Hansa Treuhand, Alpha Ship, F. Laeisz, Peter Doehle and Rickmers. More than half of the German ships changed to just three other flags: Palau, Comoros or Saint Kitts and Nevis. The cash buyers, like GMS and Wirana, help ship owners to rename and reflag a ship before it goes for breaking, often offering the worst performing flags in the world as part of their business model to make the highest profit and ignore externalities. This system means that ship owners and all the business partners involved escape responsibility and are not held accountable throughout the business value chain.

## CALL FOR ACTION

We call upon all ship owners globally to use modern industrial ship recycling facilities that can ensure clean and safe practices in line with international environmental and labour rights standards and not to sell their end-of-life vessels to beach-breaking

yards. We expect shipping companies to refer to the European list of ship recycling facilities to select a destination for their vessels. We call on cargo owners and financiers to negotiate and demand clean and safe ship recycling from ship owners they do business with, and to ensure that their business partners do not dump old ships on beaches and substandard yards.

## What have we done?

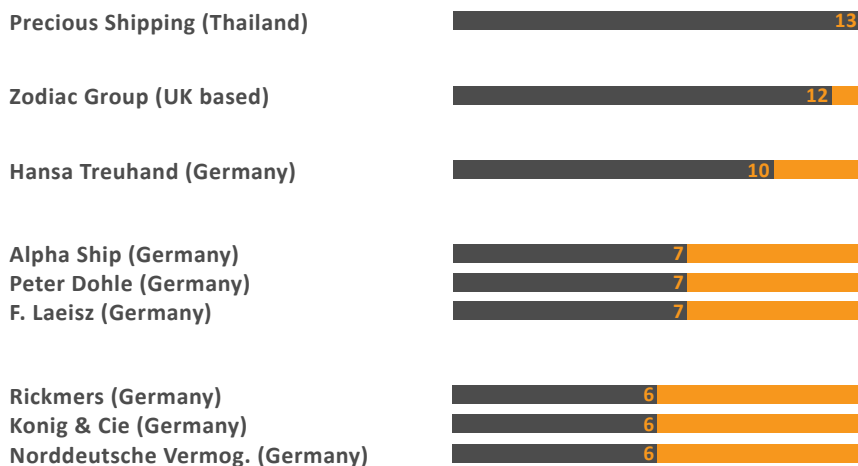
### MAERSK'S BACKTRACK ON RESPONSIBLE RECYCLING

The Platform has always exposed the worst practices of the shipping and shipbreaking industries, which are widespread and ingrained in the business model, by naming and shaming the companies who do not take responsibility and deliberately chose not to follow best practices. In 2016 the Platform has had to focus on the changed breaking policy of the biggest shipping company in the world, Maersk. After being an exemplary company who had an off-the-beach policy, they announced in February 2016 that they were going back to the beaches. Maersk's need to break more ships is a result of the overcapacity on the market, and going to Alang means they can break more ships in a more profitable way, while no longer following best practice. The first ships arrived in the Shree Ram yard in Alang in late spring, on the basis that this yard had been certified by Class NK to be compliant with the Hong Kong Convention. At first there were four yards in Alang who received these statements, but since the arrival of the Mae-





## WORST SHIP-DUMPING COMPANIES



risk ships there has been a proliferation of these statements of compliance which only shows that they are void of any significant quality indication. Maersk has therefore set the precedent for a new wave of green-washing in Alang and has gone from being a good to a bad example for the ship owners, threatening to use a non-EU flag if the EU does not approve of the yards it uses in Alang. In reaction to this, the Platform launched a media campaign against Maersk's new shipbreaking policy and has worked closely with partners in Denmark, including journalists, NGO's, investors and politicians. Danish investigative journalists from Danwatch went to see the conditions in Shree Ram and reported on it revealing many breaches of Maersk's own ship recycling policy and the meagreness of these statements of compliance with the Hong Kong Convention. It was also revealed that Maersk contractually conditioned a ship owner from whom it was chartering 14 vessels to break them in the worst way possible on the beaches in order to reap highest profits. On top of this, an illegal export of a floating production and storage tanker from the North Sea, which was jointly owned by Maersk and Odebrecht, was illegally exported from the UK to the beaches of Bangladesh.

### THE INCREASE OF OIL PLATFORM DECOMMISSIONING

Many oil fields, especially in the North Sea, have been or will soon be closed, meaning that the infrastructure, both fixed and floating structures, will need to be decommissioned. Currently, the floating structures, such as floating storage and production tankers and drill platforms, do not fall under the strict OSPAR decommissioning rules, but can be transported around the world to be dumped in the same way as ships are. The Platform has been observing the trends of the closing oil fields in the North Sea, which has led to many drill ships being sent for scrap to Turkey. However, platforms from other parts of the world have primarily been taking up more and more space on the beaches of South Asia.

### FINANCIAL INSTITUTIONS

In 2016 the Platform has worked with banks and investors who include ship recycling in their banking and investment guidelines. Norwegian pension fund KLP published a report on ship recycling clearly positioning itself off-the-beach. Other Scandinavian investors have also taken a more active interest in their shipping portfolios after realising

the flaws in Maersk's ship recycling policy revealed in the media. Shipping banks have started to develop standards that their clients have to fulfil in order to receive loans.

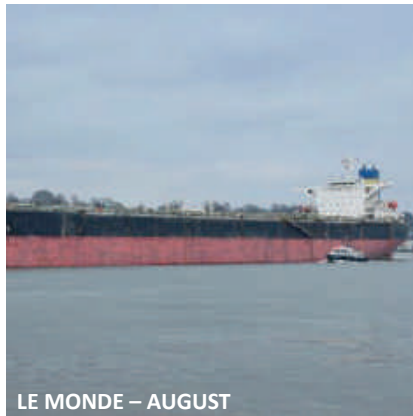


**WE HOPE THAT THE REPORT CAN HELP RAISE AWARENESS OF THE SEVERE HUMAN AND ENVIRONMENTAL RISKS BEACHING CAN ENTAIL FOR SHIPPING INDUSTRY COMPANIES, THEIR CUSTOMERS, AND ALSO FOR OTHER INVESTORS. [...] KLP HOPES TO ENCOURAGE INVESTORS TO WORK TOGETHER TO ENGAGE WITH COMPANIES ON IMPROVING LABOUR AND ENVIRONMENTAL CONDITIONS. THE SHIPPING INDUSTRY IS AND WILL BE AN IMPORTANT PART OF NORWEGIAN INVESTORS' PORTFOLIOS FOR THE FORESEEABLE FUTURE. KLP'S GOAL IS TO WORK TOWARDS A FUTURE WHERE RESPONSIBLE SHIPBREAKING IS THE INDUSTRY STANDARD.**

**HÅVARD GULBRANDSEN,  
CEO OF KLP**

# EXPOSING FACTS, INFORMING STAKEHOLDERS: OUR OUTREACH IN THE PRESS AND ON SOCIAL MEDIA

## PRESS HIGHLIGHTS





EL PAÍS ALJAZEERA CORRIERE DELLA SERA

# WITH BARE HANDS



“ ”

## AN IMMERSIVE JOURNEY INTO THE PROBLEMS OF SHIPBREAKING

Isacco Chiaf, graphic designer, and Tomaso Clavarino, journalist and photographer, are behind the outstanding project, the outstanding project 'With bare hands', which was funded by the European Journalism Centre. The two travelled to Bangladesh and India, where dirty and dangerous scrapping is conducted on the tidal beaches of

Chittagong and Alang. With texts, infographics, videos, photo-essays, interviews and maps, they have been able to show how shipbreaking activities are contributing to the destruction of the ecosystem and negatively affecting the lives of thousands of people. Maps and graphs are based on the Platform's data. Patrizia Heidigger, the Platform's Executive Director, and Muhammed Ali (Shahin), the Platform's coordinator in Bangladesh, are also featured.

**WHAT IMPRESSED ME THE MOST IN BANGLADESH AND INDIA, BESIDES THE INHUMAN WORKING CONDITIONS AND POLLUTION, WAS THE DIFFICULTY TO ACCESS THE YARDS. JOURNALISTS ARE NOT WELCOME. WE STILL MANAGED TO PENETRATE THIS EXTREMELY CLOSED INDUSTRY – AND THE DEVASTATING STORIES WE DOCUMENTED CANNOT BE IGNORED.**

**TOMASO CLAVARINO, JOURNALIST AND PHOTOGRAPHER**

## OUR TOP TWEET



## TOP MENTION



## TOP TWEET on SHIPBREAKING





## A VIBRANT GLOBAL NETWORK: ORGANISATIONAL DEVELOPMENT

### ANNUAL GENERAL MEETING IN BRUSSELS

The Platform held its annual general meeting in Brussels, Belgium, in June. Three representatives of the Platform's Bangladeshi member organisations, YPSA, OSHE and BELA, took this occasion to meet with several Brussels-based stakeholders, including the rapporteur and co-rapporteur of an 'own initiative opinion' at the European Economic and Social Committee (EESC). The Platform members were able to share their experiences and vision for the ship recycling industry in Bangladesh and sent a clear message that human lives and the environment should not be compromised for the sake of economic profits.

### MARTIN BESIEUX ELECTED AS NEW BOARD MEMBER

The General Assembly of the NGO Ship-breaking Platform unanimously elected Martin Besieux as member of the Board of Directors during the 2016 AGM. Martin has been campaigning for a toxics-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. He was an integral part of the Greenpeace Clean Seas, Clean Rivers, Clean Production and Clean Product campaigns, participating in various political processes at European and international level. He was one of the lead campaigners on shipbreaking, including the high-profile case of the French aircraft carrier *Clemenceau*. Since 2007, under the Greenpeace Toxic Tech campaign, he focused on the electronics sector. Starting from 2010, he worked as the Global Lead Company Contact for Greenpeace International Detox campaign.

### PLATFORM WELCOMES NEW PARTNER ORGANISATION FROM ITALY

In September 2016, Legambiente joined the Platform's campaign on sustainable ship recycling. Legambiente is a non-profit association created in 1980 for the safeguard of the environment and for the promotion of sustainable lifestyles, produc-



**ITALIAN SHIP OWNERS KEEP SENDING THEIR OLD COMMERCIAL VESSELS ON SOUTH ASIAN BEACHES FOR BREAKING, POLLUTING THE ENVIRONMENT AND PUTTING AT RISK WORKERS' SAFETY. IT IS OUR GOAL TO STOP THE SHAMEFUL PRACTICE OF BEACHING AND TO ADVOCATE FOR TRULY SAFE AND ENVIRONMENTALLY SOUND SHIP RECYCLING, INVOLVING CITIZENS AND THE INDUSTRY SECTOR IN ITALY.**

**SEBASTIANO VENNERI,  
LEGAMBIENTE**

tion systems and use of resources. It is the most widespread environmental organisation in Italy with over 115,000 members and more than 2 million people involved in volunteer activities and campaigns. Legambiente's strength is based on the work of 1,500 local groups and coordinated through 20 regional committees and the national headquarters in Rome.



# FINANCIAL STATEMENT

## INCOME 2016

Memberships fees and members' contributions	13.700
Contributions from other organisations	2.000
Fonds Maribel Social	33.840
European Commission LIFE Programme	158.430
US Bureau of Democracy, Human Rights and Labor	28.090
Donations	32.500
Other / Travel reimbursement	620
Contributions from reserves	2.430

<b>TOTAL INCOME</b>	<b>271.610</b>
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## EXPENDITURE 2016

### ACTIVITIES

AGM 2016 and Brussels advocacy meetings for South Asian members	9.040
Other travel costs	11.355
Communication Material	4.370
Development ShipStewards program	18.000

<b>TOTAL ACTIVITIES</b>	<b>42.765</b>
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### STAFF

Salaries and social charges for 4 staff + intern	206.140
Staff training	3.695
Other salary costs (social bureau, insurances)	2.830

<b>TOTAL STAFF</b>	<b>212.665</b>
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### GENERAL COSTS

Rent	4.420
Office costs	1.080
Communication costs	5.190
Subscriptions	2.030
External costs	3.460

<b>TOTAL GENERAL COSTS</b>	<b>16.180</b>
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<b>TOTAL EXPENDITURE</b>	<b>271.610</b>
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## WHO WE ARE



**INGVILD JENSSEN**  
Founder and  
Director

**NICOLA MULINARIS**  
Communication and  
Policy Officer

**FRANCESCA CARLSSON**  
Corporate Liaison and  
Policy Officer

**COLBY SELF**  
Corporate Campaign  
Officer

**PATRIZIA HEIDEGGER**  
Executive Director  
(Until February 2017)

## BOARD 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 and safety. Their experience and know-how contribute immensely to the Platform's activities and successes.

**Martin Besieux** has been campaigning for a toxics-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.

**Sigurd Enge** has a maritime background as a navigator and captain in the fishing fleet. He joined the Bellona Foundation in 1988

and has worked on various maritime issues including aquaculture, shipping, and marine pollution. Currently, he is in charge of Bellona's work with the shipping industry as well as environmental challenges in the Arctic.

**Robert Evans** is a former British Member of the European Parliament (1999-2008) where he chaired the South Asia Delegation and actively dealt with the shipbreaking issue. He now works as a local Councillor and supports several NGOs with his special expertise on Bangladesh.

**Sayed Rizwana Hasan**, advocate at the Supreme Court of Bangladesh and the Director of the Bangladesh Environmental Lawyers Association (BELA), has initiated landmark rulings on the shipbreaking industry. She received the prestigious Goldman Prize 2009 for her work on shipbreaking, as well as the Ramon Magsaysay Award 2012.

**Merijn Hougee** is the Director of the Clean Shipping Index (CSI) based in Gothenburg/Sweden. Merijn has vast experience in working with ship owners and cargo forwarders on sustainable shipping, and has previously worked North Sea Foundation (Netherlands) and the ProSea Foundation.

**Dr Muhammad Irfan Khan**, Professor of environmental science, is the 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 EOHS Auditor.

**Helen Périvier** is a qualified navigation officer and has ten years of experience serving on ships as a maritime professional and in environmental research, advocacy and education tours. She successfully led the Greenpeace campaign on the European REACH chemicals legislation and has been working on the shipbreaking issue for more than a decade.

**Jim Puckett** has been an environmental health and justice activist for 25 years. He is the founder of Earth Economics and the Basel Action Network (BAN). He has represented civil society at the Basel Convention since its inception in 1989 and has seen major traction with developing countries refusing the import of hazardous waste from industrialised countries.



## MEMBER ORGANISATIONS



**Basel Action Network (BAN)** is focused on confronting the excesses of unbridled free trade in the form of "Toxic Trade" and its devastating impact on global environmental justice. It promotes sustainable and just solutions to our consumption and waste crises. Based in Seattle, USA.



**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.



**Bangladesh Environmental Lawyers Association (BELA)** is a true pressure group against environmental violations and is considered a pioneer in public interest environmental litigation (PIEL). Based in Dhaka, Bangladesh.



**The Bellona Foundation** is a recognised technology and solution oriented environmental defender. Altogether, some 40 ecologists, nuclear physicists, engineers, economists, lawyers, advisors and journalists support its objective. Based in Oslo, Norway.



**Bangladesh Institute of Labour Studies (BILS)** is part of the labour movement and facilitates the links between trade unions and other civil society organizations. Established in 1995, it has the support and active participation of major National Trade Union Federations. Based in Dhaka, Bangladesh.



**The Center for the Rule of Law - Islamabad (CROLI)** is a volunteer organization promoting a better understanding of the rule of law and human rights. Founded by former Judge Muhammad Majid Bashir, CROLI conducts legal seminars. Based in Islamabad, Pakistan.



**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. Based in Cuddalore, India.



**The European Federation for Transport & Environment** 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. Based in Brussels, Belgium.



**The International Federation for Human Rights (FIDH)** 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. Based in Paris, France.



**Greenpeace** started its ship-breaking campaign by highlighting this environmental and human rights disaster in 1998. Since then the environmental organisation has been working for a global solution as well as in the shipbreaking countries such as India and Turkey. Based in Amsterdam, The Netherlands.



**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. Based in London, UK.



**Legal Initiative for Forest and Environment (LIFE)** comprises of groups of lawyers working on 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.



**Legambiente** is a non-profit association created in 1980 for the safeguard of the environment and for the promotion of sustainable lifestyles, production systems and use of resources. It is the most widespread environmental organization in Italy with over 115.000 members and over 2 million people involved in volunteer activities and campaigns. Based in Rome, Italy.



**The North Sea Foundation** is a Dutch environmental NGO that searches for alternative solutions and seeks dialogue with decision makers. In 2002, the North Sea Foundation launched the 'Clean Ship' concept, which is a strategy towards zero-impact shipping. Based in Utrecht, the Netherlands.



**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. Based in Dhaka, Bangladesh.



**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, near Izmir. Based in Izmir, Turkey.



**Sustainable Development Policy Institute (SDPI)** is an independent, non-profit premier research organisation that focuses on sustainable development, globalisation, environment, education, health, trade, and has incorporated emergency work and rights-based work. Based in Islamabad, Pakistan.



**Toxics Link** is an Indian NGO working together for environmental justice and freedom from toxics. Based in New Delhi, India.



**Young Power in Social Action (YPSA)** is a social development organisation that promotes sustainable development. YPSA follows issues related to workers' rights, seeks to improve working conditions at Chittagong shipbreaking yards and advocates for the respect of human rights in the yards. Based in Chittagong, Bangladesh.

## PARTNER ORGANISATIONS



With 21 member groups who represent over 250 organisations from 15 countries, the **European Coalition for Corporate Justice (ECCJ)** is the only European coalition bringing together European campaigns and national platforms of NGOs, trade unions, consumer organisations and academics to promote corporate accountability. Based in Brussels, Belgium.



**The European Environmental Bureau (EEB)** works to promote environmental issues on a European and global level and represent the demands of European citizens. Set up in 1974, the EEB is Europe's largest coalition of grassroots environmental organisations. They represent more than 140 member organisations from 31 countries with a membership base of more than 15 million individuals/households. Based in Brussels.



**Environmental Justice Organisations, Liabilities and Trade (EJOLT)** project is an FP7 project supported by the European Commission. The project supports the work of Environmental Justice Organisations.



**The Human Rights at Sea (HRAS)** initiative has been independently developed for the benefit of the international community, including the maritime industry, for matters concerning explicit engagement with human rights issues in the maritime environment. Based in London, United Kingdom.



**Ikki-Ikki Asia Japan (Ningen-Ikki Ikki-kengkukwai)** is a community based network of volunteers based in the Yamaguchi prefecture of Japan. Ikki-Ikki is a socially engaged group of people that deal with issues related to sustainable development, environmental protection, social justice and peace.



**Istanbul Health and Safety Labor Watch (IHSLW) - İstanbul İşçi Sağlığı ve İş Güvenliği (İSİG) Meclisi** was established in March 2011 in Istanbul, Turkey as an intra-professional and independent monitoring network faced with serialised fatal workplace accidents in almost all the sectors of the Turkish economy.



**The MEDITERRANEAN SOS Network (MedSOS)** is a Greek non-profit and non-governmental organisation, dedicated to protecting the environment and promoting sustainable development at the national and Euro-Mediterranean level since 1990. Based in Athens, Greece.



**Surfrider Foundation Europe** is a non-profit organization, dedicated to defending, saving, improving and managing in a sustainable manner the ocean, coastline, waves and the people who enjoy them.

📍 SECRETARIAT

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