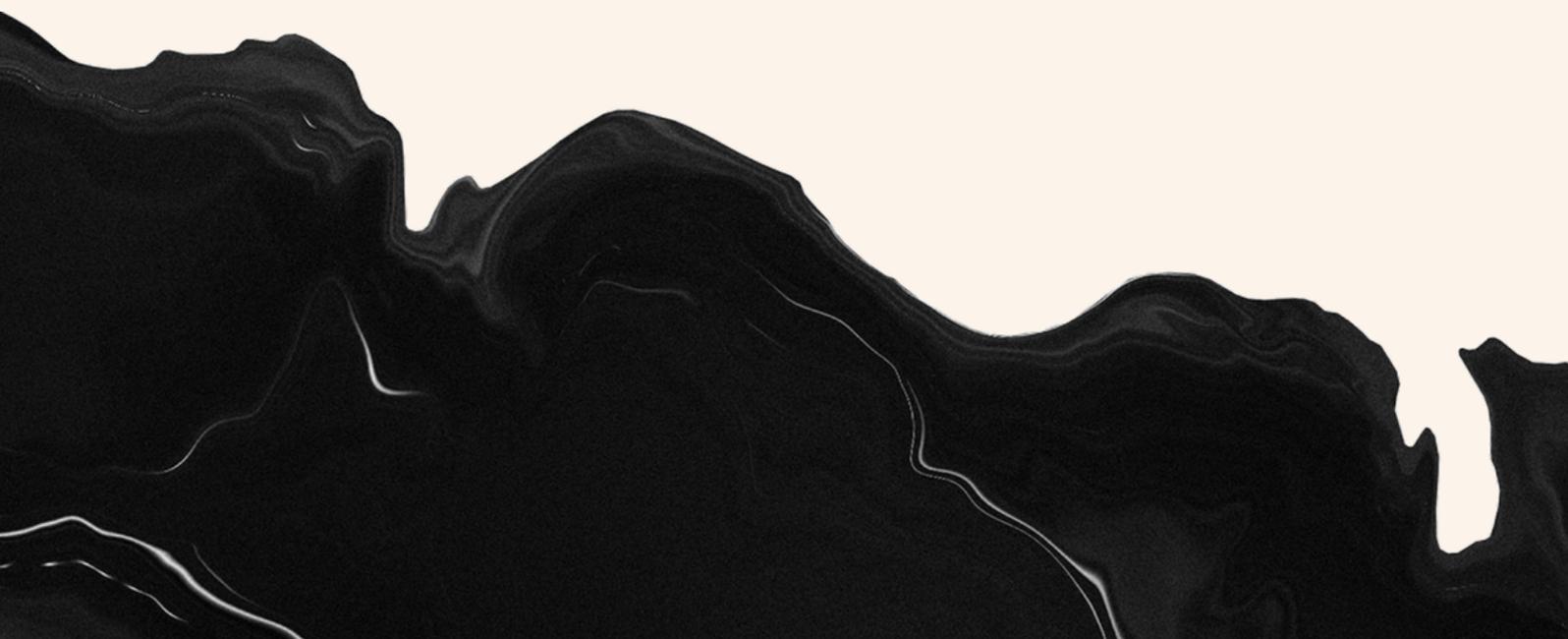


SOUTH ASIA QUARTERLY UPDATE

#28



VISION & MISSION

Vessels are recycled in facilities that ensure clean, safe, and just practices that provide workers with decent jobs. Vessels will be toxic-free and no longer cause harm to workers, local communities, or the environment at end-of-life.

To act as a catalyst for change by effectively advocating for clean, safe, and just ship recycling globally. This necessitates denouncing dirty and dangerous practices, such as the dumping of end-of-life vessels on the beaches of developing countries. Our commitment to finding sustainable global solutions is based on the respect of human and workers' rights and the principles of environmental justice, producer responsibility, 'polluter pays', and clean production.

JANUARY 2022
SAQU #28

In this quarterly publication, we inform about the shipbreaking practices in South Asia, providing an overview of accidents that took place on the beaches of Bangladesh, India and Pakistan, relevant press media as well as research. We aim to raise public awareness about the many negative impacts of shipbreaking in South Asia as well as developments aimed at the protection of workers' rights and the environment.



11

*workers suffered an accident
on South Asian
shipbreaking beaches*



75%

*of ships ended up on South
Asian beaches*

03

CASES & INVESTIGATIONS

ILLEGAL EXPORT OF CRUISE SHIP ROGER I TO ALANG

Despite of the alert of the NGO Shipbreaking Platform to Italian and Greek authorities calling for the immediate return of the vessel for safe and environmentally sound recycling, in line with the countries' obligations under European and international legislation, the MV ROGER I (IMO 7224459) arrived in Alang, India to be scrapped on the beach. The vessel sailed from European to Indian waters. It is illegal under the EU Waste Shipment Regulation to export end-of-life ships from Europe to non-OECD countries. The ship was built in 1973, and is likely to contain high amounts of asbestos onboard, in addition to the other hazardous materials typically found within the structure of ships which characterize end-of-life-vessels as toxic waste.

ILLEGAL EXPORT INVOLVING ICELANDIC SHIPPING COMPANY EIMSKIP

In September 2020, the Icelandic authorities confirmed that the illegal export of the container ships GODAFOSS (IMO 9086796) and LAXFOSS (IMO 9086801) to the Indian beach of Alang for scrapping had been brought to the public prosecutor for further investigation. The Icelandic prosecutor has now raided the offices of shipping company Eimskip to check for possible irregularities pertaining to the sale of the two vessels.

UPDATE ON THE PRINCESS CASE

The passenger/ro-ro vessel PRINCESS (IMO 7347548) illegally departed from Greece in July, and reached Bangladesh in August. Despite competent authorities being alerted that the ship was heading for scrap, the unit was allowed to leave European territorial waters in a clear breach of the EU Waste Shipment Regulation, the Basel Convention and equivalent Greek national laws. Interpol is likely to have issued a formal warning to Bangladesh authorities not to allow the ship to enter the country.

04

Platform's member BELA has also released a legal notice challenging the beaching of the vessel. As the PRINCESS was built in 1974, it is likely to contain large amounts of asbestos. Moreover, toxic materials such as mercury, cadmium, mineral oil and ballast water are usually found as well in the structure of similar end-of-life vessels. After changing its flag four times over two months, the vessel finally opted for the Comoros flag to enter Bangladeshi waters. In December, the Bangladeshi Port Authority issued a notice stating that the vessel could not be beached or scrapped in Bangladesh. This notice, however, has been contested in court by the exporter referring to an "asbestos free certificate".

ACCIDENTS

On November 22, Johin (38) suffered hand and back injuries at Kabir Steel Ltd while working on the breaking of the vessel MAGIC (IMO 9060314), owned by South Korean company Polaris.

On December 2, Md. Monir lost his life at the age of 38 at N.B. Shipbreaking of KR group. According to local sources, an iron plate hit Monir's head causing his immediate death on the spot. The Japanese-owned vessel MALAKAL HARBOR (IMO 9519092) was being dismantled at the time.

Shohil (38) was injured by a pipe falling on him on December 3. His arm broke, and his eyes were injured. The accident occurred at K.S.B. Steel shipbreaking yard. There was no IMO visible on the ship at the time of the accident.

On December 20, Baher (38) got severely injured while dismantling the AVENTINE (IMO 9123192) at Taseen Steels. On the same day, Md. Motin (45) was injured on his head by an iron plate while working inside the vessel GORY (IMO 8119728), owned by South-Korean Hyundai Corporation, at Mother Steel.

05

On December 23 and 29, two accidents occurred onboard the MT MEDAN (IMO 9002207) at Kabir Ship Breaking Industries, causing a leg injury to Shahin (24) and a hand amputation to Abubukkar (50), who was working during a night shift. On September 29, Md. Taslim (36) lost his life onboard the same vessel.

On December 25, there was a gas explosion and fire onboard the JUBILANT (IMO 9118381), owned by a Thai shipping company, at Jamuna Shipbreakers resulting in four injuries. Both Mizanur Rahman (40) and Sohel Rana (26) sustained burn injuries. While attempting to escape from the ship during the explosion, Firoz Pramanik (22) broke his leg, while Md Jahid (27) suffered an injury to his spinal cord. Initially, all four workers were transported to Chattogram Medical College Hospital, but Mizanur and Ohel were later referred to a specialized hospital in Dhaka equipped with a burn unit. On April 11, another explosion at Jamuna Shipbreakers yard caused burn injuries to three workers.



MAGIC (IMO 9060314)

MALAKAL HARBOR (IMO 9519092)

06

DEVELOPMENTS IN INDIA

THREE CARGO-VESSELS TO BE BROKEN DOWN IN ALANG WITH FALSIFIED DOCUMENTS AND IMO

In December, three cargo vessels to be broken up in Alang – MV Sea Golden, MV Coral and MV Harriet – have been detained at the Bhavnagar port by the Customs department and the Directorate of revenue Intelligence (DRI) for operating with falsified documents. Whereas the MV Harriet has been found to have UN sanctions, and all documents were found to be forged, the MV Sea Golden and MV Coral operated with wrong IMO numbers. Indian authorities are now investigating the case.

SHIPBREAKING YARD IN SACHANA THREATENING BIRD SPECIES IN THE MARINE NATIONAL PARK IN BALACHADI

In 2020, the Gujarat government gave permission for the restart of the shipbreaking yard site at Sachana in Jamnagar District, after issues regarding environmental clearances had been resolved. In 2012, the yard was shut down following a dispute on whether the shipbreaking yard was under the Marine National Park or the Gujarat Maritime Board jurisdiction. The re-opening of a second shipbreaking area modelled on the Alang yards has raised concerns amongst environmental and human rights organisations. There are recent reports proving that a diversity of shorebirds from the Marine National Park and Sanctuary are facing an enormous threat. The shipbreaking yard could have an enormous impact on the bird population near the city of Jamnagar in the district of Gujarat.

07

DEVELOPMENTS IN BANGLADESH

SHIPBREAKING YARD OWNERS MAKE PRESSURE ON THE BANGLADESHI GOVERNMENT FOLLOWING SUSPECTS OF TAX EVASION

Four shipbreaking yards in Sitakunda - Vatiari Steel Shipbreaking Yard, Premier Trade Corporation, Mahinur Shipbreaking Yard and S.N. Corporation - were accused of evading taxes after documents and computers were detained by Customs, Excise and VAT Commissionerate. The Assistant Secretary of Bangladesh Ship Breakers and Recyclers Association (BSBRA) declared an indefinite strike, and all operations at Sitakunda shipbreaking yards were suspended in a form of protest. As soon as the arrested items were returned, the shipbreaking yard owners reopened the yards.

FOUR-MONTH BAN ON IMPORTING SHIPS TO 3 SHIPBREAKING YARDS

After the death of Md. Taslim on September 29 at Khawaja shipbreaking yard, the Ministry of Industries decided to ban ship imports to the yard on November 16. Mother Steel and S.N. Corporation beaching yards are covered by this government ban as well since two accidents took place on September 14 and September 18 causing the death of Md.Ali Nazim and Liton Paul. The yards were also fined with 5 lakh TK (taka). After inspections, the government found that the yards did not comply with safety requirements. The Deputy Secretary of Ministry of Industries, Mizanur Rahman, said that this action aims at pressuring the yards to comply with labour laws, ensuring safety for shipbreaking workers.



08

SHIPBREAKING INDUSTRY IN BANGLADESH CHANGED CATEGORY FROM RED TO ORANGE

Following shipbreaking yard owners' pressure, the Department of Environment (DoE) has shamefully downgraded the status of the shipbreaking industry from red to orange, ignoring the real harmful status of this industry to the safety of the workers and to the vulnerable environment. When an industry is considered orange, it means that an Environmental Impact Assessment, in accordance with the Environment Conservation Regulation 1997, is not required and no evaluation process of environmental impact of the industry is required. Once again, the Bangladeshi government's decision proves the political unwillingness to implement social and environmental national legislation in order to favour the business industry. Thus, the yard owners will now have green light to keep polluting the environment in a much easier way with no obligations to comply with environmental recommendations.

In response to the government's decision, the Platform's member organization Bangladesh Environmental Lawyers Association (BELA) presented a legal notice to the concerned authorities requesting the cancellation of the status change of the shipbreaking industry in Bangladesh from red to orange. In the notice, BELA asks for the government to explain the rationality of the DoE's decision and the process of scrutinizing public opinion. BELA further states that asbestos, a highly toxic substance often found embedded in the ships' structures, is considered a red material under the Environmental Conservation Act 1997, though the vessels containing this material have been downgraded to orange, which is highly contradictory.

“

This move of the government is scandalous, absurd and most arbitrary. It is neither legal nor objective. This shows the bias of the government for this killing industry. This decision must be struck down as it is the outcome of the unholy cohesion between the government and the breakers.

”

Rizwana Hasan
Supreme Court lawyer and Director of Bangladesh
Environmental Lawyers Association (BELA)

09

SHIPBREAKING WORKERS' TRAINING STARTED AFTER COVID-19 DELAYS

On November 27 and 28, the first workers' training group of 25 shipbreaking workers took place in Chattogram, Bangladesh. These trainings are part of the Royal Academy of Engineering's project which sees the involvement of Platform's member organization Bangladesh Occupational Health, Safety and Environment Foundation (OSHE). The trainings are intended to provide appropriate awareness raising materials focused on OHS and workers' rights.

“

On 27 November 2021, I have received OHS module training organized by Bangladesh OSHE Foundation. I have not received any training on OHS before. The training method allowed for us to participate share our ideas hrough different group work and question-answer exercises.

”

Md I., Cutter man at Master and Brothers Ship Yard



10

DEVELOPMENTS IN PAKISTAN

ANTARES EXPERIENCE BEACHED AT GADANI SHIPBREAKING YARD

On December 3, the 14-floor passenger ship ANTARES EXPERIENCE (IMO 8821046) was beached in Gadani for breaking. The vessel was originally purchased by a Pakistani company, New Choice Enterprises, with the intention of using it for tourism. Karachi Port Trust (KPT) appeared to have promised cooperation in this regard. Nevertheless, due to its massive size, the ship could not be anchored in Karachi, and ended up on the beach to be scrapped. Cruise ships are notoriously complex structures full of compartments and potentially deadly hazards that should be managed only at sites that can protect workers, safely use heavy lifting cranes, contain pollutants and dispose of hazardous materials in line with international waste laws.

11

SHIPBREAKING IN ALANG IN BREACH OF INDIAN ENVIRONMENTAL LAWS

End-of-life vessels have been broken down on the beaches of Alang Sosiya Ship Breaking Yard (ASSBY) since the 1980s. Using the beaching method has been possible due to a low-cost workforce, a weak enforcement of national regulations and a circumvention of international law. The harmful working conditions and environmental breaches in Alang-Sosiya were first documented by Greenpeace in 1998. Following actions by NGOs, the Supreme Court issued several rulings demanding the improvement of the industry in order to bring it in line with national and international requirements for safe working conditions, environmental protection and waste trade laws. The shipbreaking industry in Alang, however, has created economic activity at a high cost of coastal pollution and worker exploitation over the past four decades.

THE NATIONAL GREEN TRIBUNAL

The Indian Constitution is amongst the few in the world that contains specific provisions on environmental protection. Taking into account the large number of environmental cases pending in higher courts and the involvement of multidisciplinary issues in such cases, the Supreme Court requested the Law Commission of India to consider the need for constitution of specialized environmental courts. Pursuant to the same, the Law Commission has recommended the setting up of environmental courts having both original and appellate jurisdiction relating to environmental laws.



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Accordingly, the National Green Tribunal Act, 2010 was enacted for the establishment of a National Green Tribunal (NGT) *“for the effective and expeditious disposal of cases relating to environmental protection and conservation of forests and other natural resources including enforcement of any legal right relating to environment and giving relief and compensation for damages to persons and property and for matters connected therewith or incidental thereto”*.

While passing any order or decision, the NGT shall apply the principles of sustainable development, the precautionary principle and the polluter pays principle. A salient feature of India's environmental regime is that it has incorporated the precautionary principle into its legal system. This principle clearly mandates that where there is a serious threat of irreversible damage, actions should be taken on the side of precaution rather than increasing risk.

Since its implementation, the NGT has succeeded to emerge as a critical player in environmental regulation. Furthermore, the Tribunal has the jurisdiction over all the civil cases where a substantial question relating to environment is involved and such questions arising out of the implementation of the Indian environmental laws (1). In turn, the award, decision or order of the NGT can be challenged before the Supreme Court as well.

EXPANSION OF THE SHIPBREAKING INDUSTRY IN ALANG

The permission for the upgradation of existing ship recycling yard in Alang was first granted by the Central Government in November 2016 under a Japanese International Cooperation Agency sponsored project (2). Since then, more than 90 shipbreaking yards in Alang have been issued a so-called “Statement of Compliance with the Hong Kong Convention” by private companies. Despite improvements, serious concerns persist related to the continued primary cutting on unprotected tidal mudflats, implying direct contact between the vessel and the intertidal beach sediments and sea during dismantling operations, leaving limited chance of proper handling and disposal of the toxic substances discharged during the cutting process. Moreover, there are other significant reasons for alerting policy makers, such as the lack of proper accommodation and medical facilities for workers, poor downstream waste management, and lack of transparency in the sector.

(1) The Water (Prevention and Control of Pollution) Act, 1974; The Water (Prevention and Control of Pollution) Cess Act, 1977; The Forest (Conservation) Act, 1980; The Air (Prevention and Control of Pollution) Act, 1981; The Environment (Protection) Act, 1986; The Public Liability Insurance Act, 1991; and The Biological Diversity Act, 2002.

(2) The Gujarat Maritime Board has obtained an Environmental and Coastal Regulation Zone (CRZ) Clearance under the provisions of the EIA Notification, 2006, and CRZ Notification, 2011, respectively, for the purpose of upgrading existing infrastructure at Alang and adding 15 new plots.

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Despite the concerns mentioned, the Union Finance Minister of India in the Union Budget 2021-22 highlights India's achievement in ship recycling, and the plan to import more ships from Europe and Japan. It further states that the recycling capacity of around 4.5 Million Light Displacement Tonne (LDT) will be doubled by 2024. Such plans without rectification of already damaged environment will only aggravate the irreversible harm to the ecosystem and human health. The Indian government has clearly failed to move away from unsustainable, unsafe, and illegal practices. Unfortunately, what is being practiced and is now being allowed to expand is nowhere close to being 'Safe and Environmentally Sound' (3).

NGT'S DECISION ON THE SHIPBREAKING INDUSTRY

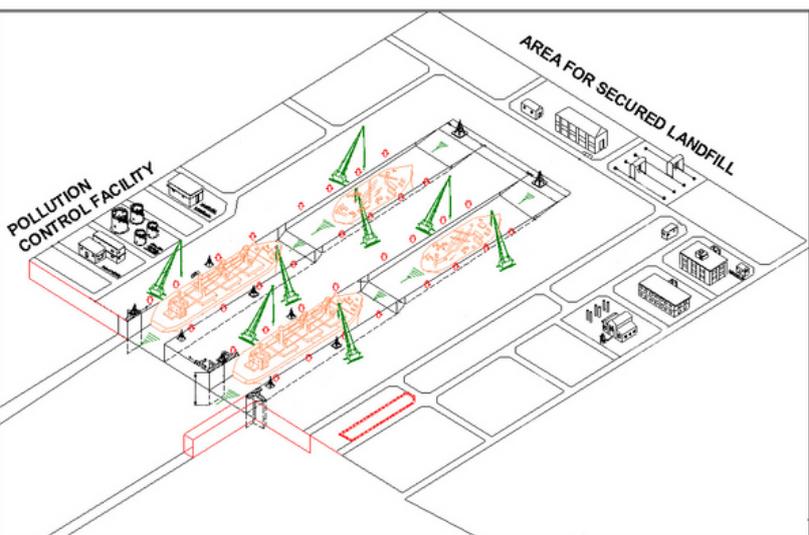
The extension of the shipbreaking area in Alang was contested by local and national NGOs. In 2017, environmental group Conservation Action Trust (CAT), represented by environmental lawyers Ritwick Dutta and Meera Gopal from Platform's member Legal Initiative for Forest and Environment (LIFE), challenged the environmental clearance granted for the expansion project. Based on the contentions brought forward by CAT, the NGT ordered the Ministry of Environment, Forests & Climate Change (MoEF&CC) to carry out an environmental audit to assess the impacts of beaching in Alang and to consider its compliance with Coastal Regulation Zone (CRZ) rules. Not only scientific data, academic research and media investigations submitted to the NGT reveal the human and environmental costs of breaking ships in Alang, but the study, which was conducted by the National Institute of Oceanography (NIO) and submitted to the tribunal by the MoEF&CC in July 2020 has also reported serious environmental harm. The findings show the presence of high levels of heavy metals, including chromium, manganese, zinc, copper, mercury, cadmium and lead, in the onshore and near shore water samples taken at the shipbreaking yards, as well as iron concentrations above permitted levels in fish, and subsequently calls for measures to curtail pollution at the yards.

(3) Beached waste and wasted beaches: A critical analysis of the new ship recycling law in India. Rajiv Gandhi National University of Law Student Research Review: Volume 7 Issue 2, Reassessing the Environmental Rule of Law in India: Bridging Gaps for Survival Meera Gopal. 2021.

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Yet, in its conclusions, it is stated that there is no significant environmental damage, and the NIO sadly echoes the faulty Environmental Impact Assessment (EIA), rubberstamping a knowingly polluting method which is banned in many parts of the world. On 27 November 2020, the NGT dismissed the plea filed in 2017 by CAT.

An analysis on the implications of shifting to a safer and more environmentally sound method would be useful to refute the Court's argument that stopping beaching will cause revenue loss. Indeed, the NGT could have met both the aims of development and environmental protection by directing the industry to move towards safer and more environmentally friendly methods already available in India. Docks were for example built for the purpose of ship recycling 20 years ago in Pipavav, India - less than 100km away from the Alang beach. The dimensions and procedures of the Pipavav facility included two sloping docks each with a length of 680 meters and widths of 60 and 65 meters, respectively. The docking capacity allowed for the dismantling of four vessels simultaneously with an annual dismantling capacity of 400,000 LDT. Regrettably, unable to compete with the low-cost and substandard beaching yards in Alang, the Pipavav ship recycling docks were forced, only a couple of years after their opening in 1999, to convert to ship building and ship repair. With today's increased focus on sustainability and ESG criteria, a facility such as Pipavav would undoubtedly face better market conditions.



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According to Indian legislation (4), the inter-tidal zone where the beaching process is undertaken is declared as CRZ 1-B. The main objectives of the Coastal Regional Zone are to conserve and protect coastal stretches, its unique environment and its marine area, and to ensure livelihood security to the fisher communities and other local communities living in the coastal areas. In essence, they are zoning regulations that have strict restrictions regarding activities that are prohibited and regulated in each zone. According to the legislation, shipbreaking cannot be conducted in the CRZ 1-B. However, this issue seems to have been completely overlooked or ignored by the Government of India and the Gujarat Maritime Board, which plans to expand shipbreaking operations on the beach at Alang. In accordance with Indian environmental law, shipbreaking activities must be moved away from the beach in order to be considered environmentally sound, as well as operate in accordance with occupational health and safety standards (5). In India, shipbreaking activities on the Alang beach are clearly against the precautionary principle established in the Constitution and in case law developed by the Indian Supreme Court.

“

There is no lack of laws in India to protect both workers and the environment from the many harms caused by the unsustainable practices in Alang. It is high time that the Indian government enforces these laws to ensure that the industry embraces truly safe and green recycling practices off the beach

”

Ingvild Jenssen

Executive Director and Founder - NGO Shipbreaking Platform

(4) Beached waste and wasted beaches: A critical analysis of the new ship recycling law in India. Rajiv Gandhi National University of Law Student Research Review: Volume 7 Issue 2, Reassessing the Environmental Rule of Law in India: Bridging Gaps for Survival Meera Gopal. 2021.

(5) <https://shipbreakingplatform.org/new-study-tiss-alang-workers/>

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INTERVIEW WITH KANKANA DAS

Kankana Das,

an environmental analyst working at Platform's member organization **LIFE**, tells us about the shipbreaking industry in Alang from a legal perspective.

WHAT ROLE DOES INDIAN ENVIRONMENTAL LAW PLAY IN THE SHIPBREAKING INDUSTRY IN ALANG?

In India, shipbreaking yards need to obtain an environmental clearance under the EIA Notification 2006. As part of this procedure, the proponent must study and evaluate the impacts of the proposed project. This is also reflected in a technical guidance manual for shipbreaking yards prepared by the MoEFCC. Additionally, the proposed facility falls under the Coastal Regulation Zone Notification 2011. Under this Notification, any activity requiring waterfront or foreshore facilities needs to be regulated.

Consequently, clearance shall be granted for such activities. As part of its commitment to adhering to the HKC, India has also enacted the Recycling of Ships Act, 2019. According to the Act, the recycling of ships will be regulated through the setting of certain standards and the stipulation of statutory enforcement mechanisms for those standards. The Act, however, makes no mention of how the ship recycler has to scrap vessels. It simply states that every ship recycler must ensure that no damage is caused to the environment at the ship recycling facility, and that must take necessary measures to protect the environment. The Act has yet to be implemented.

WHAT CHALLENGES HAS LIFE ENCOUNTERED PUSHING FOR ENVIRONMENTAL JUSTICE IN ALANG?

A major challenge during the litigation was the biased submission of a statement by one of the renowned institutes that had technical expertise related to the issue. Despite the fact that ship breaking activities in Alang have been proven to negatively impact water quality, sediment quality, and biological characteristics, the National Institute of Oceanography (NIO) claims they are not significant. Both the Expert Appraisal Committee (EAC) and the MoEFCC failed to note many issues pertaining to the project, and did not conduct their appraisals in accordance with the principles of precaution and sustainable development.

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The EAC and MoEFCC did not even provide reasons to support their decisions regarding environmental clearance. There was no discussion regarding why the beaching method was accepted, despite the fact that it is the most hazardous method environmentally, which is even acknowledged internationally. In spite of this, the NGT ended up dismissing the appeal. The appellate power, given to NGT, is an extraordinary power, based on which NGT can overrule a government decision. However, this approach has not been chosen by the Tribunal in this case. The NGT dismissed the appeal filed against the environmental clearance in spite of facts and figures establishing the extent of the damage to the environment and human health at ASSBY.

IN YOUR OPINION, WHAT ARE THE MAJOR ARGUMENTS AGAINST THE NGT'S DISMISSAL?

On November 2, 2016 a petition to quash a related environmental clearance was taken to the NGT. A number of important arguments were used, ranging from technical grounds to logical reasoning. In the first place, it was argued that as long as the beaching method is utilised, additional facilities would not make any positive difference to coastal areas. The EIA failed to address whether the expansion project will continue with beaching or incorporate slipways that may aid in bringing the bottom part of the ships over impermeable surfaces. In sum, the approval should have not been granted for the beaching method at all. The proposal to add just two dry docks for decontamination as part of the upgrading of the existing yards will not create much of a change on the ground because they will only handle a very limited number of ships. The majority will continue ending up at the existing upgraded yards and 15 new ones. Ships should be dismantled in a strictly contained area. It is evident that both the Gujarat Pollution Control Board and the Gujarat Maritime Board failed to contain the pollution from the existing beaching yards, and any new grant or clearance that relies on the method of beaching is a blatant violation of the precautionary principle. Moreover, the EIA study has also failed to disclose international standards that prohibit the use of the beaching method for shipbreaking. A review of the approved Terms of Reference for the proposed project found that they were not adequate and did not meet the needs of evaluating the environmental and social impacts.

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Further, the baseline study, conducted as part of the EIA study, was argued not to have monitored the baseline level of hazardous air pollutants in ambient air quality, despite the MoEFCC's recognition. As stated in the MoEFCC's EIA Guidance Manual for Ship Breaking Yards, shipbreaking impacts the environment through the release of hazardous pollutants such as asbestos, PCBs, VOCs, manganese, nickel, and chromium. None of them were monitored as part of the EIA study. The project proponent overlooked an important aspect of health impact assessment. Analysing the process of ship breaking involves taking into account the emission of various hazardous materials which have negative health impacts. The project proponent was required to conduct a health impact assessment, and that was not carried out. Other major drawbacks were faulty public hearings. Participation in public hearings is the only way people can voice their concerns on the proposed project. Only 69 of the 50,000 people involved in the ASSBY were able or willing to participate, and only eight people intervened. Thus, the larger public was unaware of the public hearing, of the project's impacts and of other related issues.

RESEARCH & READINGS

July 2020

Caroline Devaux, Jean-Philippe Nicolai

The article focuses on the feasibility of an EU Ship Recycling License, a financial mechanism already proposed by the European Commission, to encourage ship owners to adopt higher standards for ship recycling. This mechanism would take the form of a recycling license applicable to any ship wanting to call at a port within EU territory, whether flying the flag of an EU Member State or of a third country. The main recommendations considered for the success of the license are that the license should be incentive-based; that efficient and sustainable installations' requirements must be gradually increased and become ambitious over time; and that the financial license must be regularly reviewed.

Designing an EU Ship Recycling License: A roadmap. 2020.

18

December 2021

Ritwick Dutta and Geetanjoy Sahu

The article critically analyses the role of the National Green Tribunal (NGT) in India since its constitution in 2010. The authors analyse the ascendancy phase between 2011-2017, and the post-December 2017 phase reviewing the court orders between 2010 and 2020, and examining the contribution and current crisis of the NGT through its judgments and functions. They also point out the lack of human resources and administrative support as well as the controversial decisions related to environmental litigation against huge infrastructure projects. The functioning of the NGT and its exercise of power in post-December 2017 has raised concerns due to the NGT's response to enormous investment and public infrastructure projects, which violated environmental laws and policies. A review of post-2017 judgments suggests that the NGT has remained insensitive to the illegality of environmental authorities and decision-makers.

Economic & Political Weekly - Vol. 56, Issue No. 52, 25 Dec, 2021

From Ascendancy to Crisis - The Green Tribunal in India After 10 Years

OUR REPORTS

NGO Shipbreaking Platform

Study Report on Child Labour in the Shipbreaking Sector in Bangladesh
(2019)

Behind the Hypocrisy of Better Beaches (2019)

Contradiction in terms: European Union must align its waste ship exports with international law and green deal (2020).



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

WILL YOU JOIN US?

**IF YOU SHARE OUR VISION PLEASE MAKE A DONATION
TO SUPPORT OUR WORK OR CONTACT US TO FIND OUT
HOW WE CAN WORK TOGETHER!**

**SUPPORT
OUR WORK**



Since 2009, around 7000 ships were scrapped in South Asia, causing 425 deaths and 329 injuries. The figures on accidents are likely to be much higher. Occupational diseases are not even registered in these statistics and are difficult to monitor.

WE ARE NOW CALLING FOR YOUR SUPPORT TO HELP INJURED WORKERS AND ASBESTOS VICTIMS IN BANGLADESH. CHECK OUT OUR FUNDRAISING CAMPAIGN FOR MORE INFORMATION BY CLICKING [HERE](#) OR ON THE IMAGE BELOW.

FUNDRAISING CAMPAIGN

HELP PROVIDING TREATMENT TO
INJURED WORKERS AND ASBESTOS VICTIMS
IN BANGLADESH



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WE THANK THE EUROPEAN COMMISSION AND THE LIFE PROGRAMME FOR THEIR SUPPORT.

Engineering 

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