

SOUTH ASIA QUARTERLY UPDATE

#29

A large, dark, abstract graphic at the bottom of the page, resembling a marbled or liquid-like texture in shades of black and dark grey.

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.

APRIL 2022
SAQU #29

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.



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*workers suffered an accident
on South Asian
shipbreaking beaches*



73%

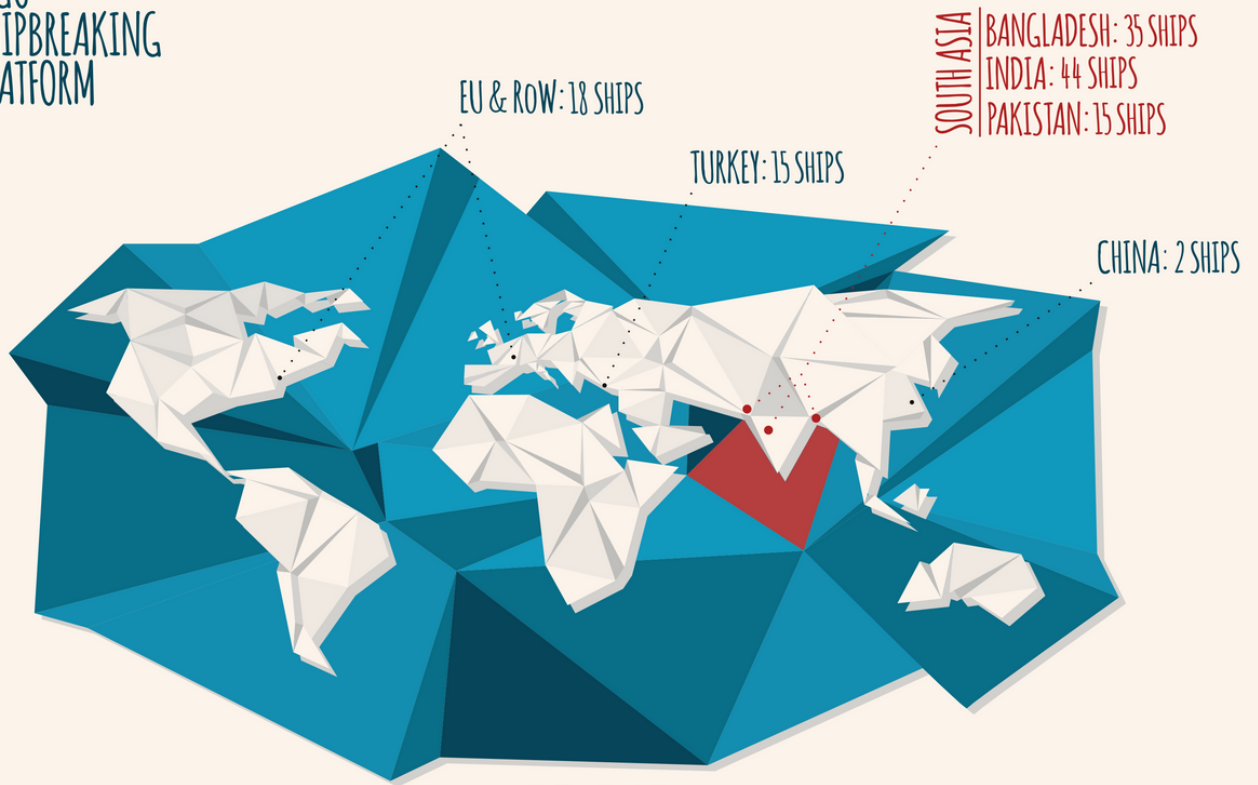
*of ships ended up on South
Asian beaches*

03

SHIPBREAKING RECORDS



NGO
SHIPBREAKING
PLATFORM



TOTAL
129 SHIPS DISMANTLED WORLDWIDE
JANUARY - MARCH 2022



ON THE BEACH

OFF THE BEACH

04

CASES & INVESTIGATIONS

GEORG EIDEN'S PRISON SENTENCE CONFIRMED AFTER APPEAL

In November 2020, Georg Eide, a Norwegian ship owner, was sentenced to six months unconditional imprisonment for having assisted scrap dealer Wirana in an attempt to illegally export the dry bulk vessel TIDE CARRIER to Pakistan for scrapping. In 2017, the Platform alerted authorities about the illegal export.

Georg Eide appealed the first verdict, and the appeal case was heard in February 2022, when the appeal Court decided to maintain the unconditional prison sentence of six months.

As reported by Shipping Watch, the Court concluded, in line with the National Authority for Investigation and Prosecution of Economic and Environmental Crime (Økokrim), that the ship owner was aware that the Tide Carrier's buyer was intending to scrap the vessel in South Asia, in violation of national and European waste rules.

“

Lagmannsretten stated that it makes little difference on the justification for punishment whether the shipowner himself sells the ship directly to a shipbreaker on the beach in Gadani or sells it to a middle man.

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MARIA BACHE DAHL, POLICE ATTORNEY for the National Authority for Investigation and Prosecution of Economic and Environmental Crime (Norway)

05

ACCIDENTS

BANGLADESH

On January 7, Ranvikram Tripura lost his life at the age of 27 when he fell from the vessel BULL KALIMANTAN (IMO 9223318), an Indonesian-owned vessel, at S.I. Ship Reprocess Ind yard.

Ariful Sujan (27) died at Kabir Steel Ltd during a night shift on February 1st after being hit by an iron rod while working on board the vessel PIONEER (IMO 9048110). A week earlier, the Business Post had reported an accident that seriously injured Mohammad Bakul Pramanik (57) at the same yard.

On February 9, Mr. Rofiqul (48), a foreman at Kabir Shipbreaking Industries, was severely injured by a steel rope. The ship involved in the accident was MED (IMO 9002207), a Singapore-owned vessel. On February 26, another accident occurred during the transportation of the ship's generator at the same yard. The generator fell on the leg of Shalim, who now risks an amputation. Shalim works as a security guard at Kabir Steel.



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On February 23, Akber Ali (36) was injured by a falling iron plate while working in the engine room of the G.STAR (IMO 9118393), owned by a Thai company, at H.M. Ship Breaking Industry Ltd. On August 19 2021, the breaking of this vessel had already caused the death of Rakib (26).

On March 3, Amirul (20) broke his leg after falling during cutting operations on board the JENGA (IMO 9073438), owned by Berge Bulk, at Ferdous Steel. On March 13, another accident took place at the same yard involving the VINSON (IMO 9205081), a Singapore-owned vessel. Milon (47), a cutting supervisor, suffered burn injuries caused by an explosion of a LPG tube. The same vessel was involved in an accident that took place last year on July 14, causing the death of Md. Mofiz (40).

On March 7, Abdullah Sheak (24) got injured when he fell during cutting operations on board the MADAME (IMO 7411961), owned by Sonatrach Petroleum Corp, at the Pacific Shipbreaking Yard.



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PAKISTAN

On March 7, the breaking operations on the J.NAT left three workers injured after an explosion. According to local media, a fire broke out during the scrapping of the ship at Deewan Ship Recycling Pvt Ltd.

After dismantling operations on the J. NAT started in May 2021, local media reported that mercury-contaminated oil sludge was removed from the ship and filled in drums for sale, with workers complaining of severe burning, rashes on their hands and face, and breathing difficulties. Balochistan's Environmental Protection Department ordered the immediate closure of plot 58 and started an investigation to understand how the ship was allowed to anchor at Gadani shipbreaking yard, regardless of Interpol's warnings to Pakistan authorities. Later on, the investigation could not prove the presence of mercury and the local court issued a verdict in favour of the shipbreaker, clearing the vessel of the allegation of carrying mercury waste. However, even while the outcome of the investigation was still pending, the Director General of the Balochistan Environment Department issued a Non Objection Certificate (NOC) of cold work on the ship and cutting operations started again. An NOC can only be issued with the joint inspection of four departments of Balochistan (BDA, EPA, Administration and Labor Department), which means that the yard started cutting activities without official authority.

INDIA

According to local sources and the Gujarati newspaper Saurtra Samachar, on February 17, a cutting plate hit Avinash Kumar Jayanti Ram (45) in the head at plot no. 40 (Bansal Group Honey) causing his death.

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DEVELOPMENTS IN INDIA

SAIPEM PLATFORMS CONTINUE TO BE BEACHED IN INDIA

In 2021, 583 ships, including tankers, bulkers, platforms, general cargo, ferries, and cruise ships, washed up on the shores of Bangladesh, India, and Pakistan. Amongst these vessels, three semi-submersible platforms, which belonged to Saipem, were beached in India. The first unit of the trio is the Reo (formerly known as Perro Negro 2), commercially operated by Saipem Spa, which flew the Portuguese flag before changing it to that of St Kitts & Nevis. Similar is the status of Lph (formerly Perro Negro 5), commercially operated by the Dutch Equipment Rental & Services BV, which also flew the Portuguese flag and subsequently changed it to that of St. Kitts & Nevis. A third unit, the Scarabeo 7, operated by Saipem Spa, flew the flag of the Bahamas and was also dismantled in India after a short change of ownership to Beacon & Bay Shipping Services, a Dubai company. To proceed with the demolition in India, two units removed the flag of an EU state (in this case, that of Portugal) and replaced it with one of convenience (that of St Kitts and Nevis), in clear circumvention of EU ship recycling rules.

ABG SHIPYARD IN INDIA INVOLVED IN BIGGEST FRAUD CAUSE

The Central Bureau of Investigation (CBI) has registered a federal investigation report against ABG Shipyard Ltd and its directors, including chairman and managing director Rishi Kamlesh Agarwal, in what could be the biggest bank fraud case in the history of India. ABG Shipyard, the flagship of the ABG Group, is one of India's largest firms engaged in shipbuilding and ship repair. Apart from Agarwal, Santhanam Muthuswamy, Ashwini Kumar, Sushil Kumar Agarwal and Ravi Vimal Nevetia have also been named in the case. On February 12, the CBI released a statement saying searches were conducted at 13 locations in the premises of the accused which led to the recovery of incriminating documents. The matter was made public after the State Bank of India filed a complaint. A massive quantity of ₹22,842 crore (€20,760) is believed to have been stolen from the SBI Consortium of 28 banks and commercial organisations.

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According to sources, ABG Shipyard owes ₹7,089 crore to ICICI Bank, ₹3,639 crore to IDBI Bank, ₹2,925 crore to State Bank, ₹1,614 crore to Bank of Baroda, and ₹1,244 crore to Punjab National Bank, among others. According to media sources, this is the CBI's largest bank fraud case, surpassing the Punjab National Bank scandal involving fugitive diamantaire Nirav Modi and his uncle Mehul Choksi.

February 16, 2022

According to Gujarati newspaper Saurashtra Samachar, hazardous waste was being burned on the beach in Alang. This has been reported to the pollution control department, however, due to flawed law enforcement mechanisms, the problem was ignored.

February 23, 2022

Fires have broken out in several khadas in Alang, reported the Gujarati newspaper Saurashtra Samachar. Khadas are scrap goods shops where Alang's furniture and waste are sold. It is the second time in three months that the khadas have been damaged by fire. The fire brigade arrived on time to extinguish the fire, but the road between Tansa and Alang had more than 500 khadas burning. Since there is no fire protection in these adjacent spaces, major catastrophe can take place. Because there are only two water tankers available in the area, the fire in Alang was brought under control only after 8 hours. The picture in the newspaper shows the recent fire.



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DEVELOPMENTS IN BANGLADESH

POTENTIAL NEW SHIPBREAKING YARD IN PAYRA PORT

Bangladesh has long wanted to focus on ship building and not just on ship-breaking. Nizam Shipping Ltd, a shipbuilder in Jhalakathi (Bangladesh), is pushing to expand its business to the international market. However, they claim the process of bringing scrap steel sheets and other raw materials from Chattogram shipbreaking yards has become too time-consuming and costly. Therefore, Nizamuddin, owner of Nizam Shipping Ltd, claims that the shipyards in Barishal would benefit immensely if a shipbreaking yard in the vicinity of Payra port was established in the division.

Like Nizam Shipping, many other shipbuilding yards in Barishal have been facing the same problems. These 40 or so yards need around 50,000 to 1 lakh tons of steel per year, and transporting 12 tons of this steel from Chattogram to Barishal costs Tk40,000. Industry insiders have commented that the price will come down to Tk6,000-10,000 if there is a shipbreaking yard in Barishal. Nizam argues that the new shipbreaking yard will create more employment and will allow the shipbuilding business of Bangladesh to flourish.

According to media sources, Gentium Solutions, a Singapore- and Australia-based company, and Damen Shipyards Group, a Netherlands-based company, have recently started a Tk14,000 crore (around €1.5m) Foreign Direct Investment (FDI) project to build a shipyard near Payra seaport in Patuakhali. These two companies are willing to finance the project, making it the costliest FDI project in Bangladesh.

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SONAICHHARI CANAL TURNED INTO A NARROW STREAM

The Sonaichhari canal, which is directly connected to the Bay of Bengal, was once a bustling 15 meter wide waterway that aided 300 fishermen. The Daily Star reports that over the last three years Chattogram's Sitakunda Upazila's Administration and Department of Environment (DoE) have completely disregarded how two ship breaking yards have illegally taken land along the canal. Both yards, Seiko Steel (Darus Salam Enterprise) and Jiri Subadar Steel Mills, have encroached the canal from two sides. The canal has been filled with soil, and Jiri Subadar has taken ownership of the property by building numerous iron and cement pillars along the canal, collectively filling over 11 meters on both sides. Ultimately, the canal's navigability has been destroyed, putting at risk the livelihoods of fishers who depended on the water body and now are struggling to move with their boats in such a narrow stream.

SHIPBREAKING WORKER PHYSICALLY ASSAULTED AT KABIR STEEL

According to IndustriALL, a shipbreaking worker was fired without a written notice at Kabir Steel, and made a complaint to the Department of Inspection for Factories and Establishment (DIFE). As a result, the yard owner abused and physically assaulted the worker. In the end, the DIFE recommended that the trade union and the employer tried to find an agreement. After a bipartite meeting on March 15, the yard owner apologised to the worker and agreed to give him compensation, taking responsibility for the assault.

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DEVELOPMENTS IN PAKISTAN

PAKISTANI SHIP RECYCLERS TAKE ON CRUISE SHIPS AFTER GAINING PRICING ADVANTAGE

Recyclers at Gadani have gained a pricing advantage over their competitors at Alang, allowing them to buy ships they ordinarily would not approach. As reported by TradeWinds, two cruise ships that were going to be beached at Alang in India have instead been sold to competitors in Pakistan. Before December 2021, when Dubai-based Beacon & Bay Shipping sold the 56,800 GT cruise ship Antares Experience (built in 1993) for recycling, cruise ships were rarely seen on the beach in Gadani.

The arrivals at Gadani of the 23,300-ton cruise ship Fuji Maru (built 1989) and the 18,500-ton Oriental Dragon (built 1972) demonstrate how high scrap prices have made Pakistan an appealing choice. The Oriental Dragon, which had been sold to cash buyers at a Malaysian auction in December for MYR 20.5 million (\$4.9 million), attained a per LDT price of \$585, for a total of \$5.95 million.

BALUCHISTAN EPA INITIATES ACTION AGAINST SOPs VIOLATIONS AND FINES DEWAAN SHIP RECYCLING LTD

After the recent accident on March 7, the Balochistan Environment Protection Agency (EPA) has launched administrative action to implement standard operating procedures (SOPs) based on the environmental laws at Gadani Shipbreaking Yard. The DG EPA Balochistan has vowed that the authority would not tolerate the violation of its SOPs, and strict action will be taken against those who abet the law. The EPA has issued a fine of Rs 300,000 (€3.5k) to Deewan Ship Recycling Pvt Ltd for violating the SOPs. The plot owner has been ordered to pay the fine within a week and ensure the yard is in compliance with safety guidelines. According to official sources, the work on Plot No. 58 of Gadani Shipbreaking Yard was stopped due to the violation of SOPs and Section 25 of Environmental Protection Act 2012. During the examination, the provincial environmental inspector discovered that the yard started activities without official authority. In fact, authorities had allowed cold work at the site, but had not issued a gas-free NOC as the joint inspection of the defective ship was still pending.

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DECOMMISSIONING OF FSOS AND FPSOS

WHAT ARE FSOs AND FPSOs?

FSOs (floating storage units) and FPSOs (floating production storage and offloading units) are extensively used by the offshore industry and have become important tools for extracting, processing and storing oil and gas. Additionally to purpose-built ships and semi-submersibles, tankers are also capable of being converted into FSOs and FPSOs. In terms of decommissioning, these floating units are subject to the same waste legislation as conventional vessels. Unless end-of-life vessels are decommissioned in a sustainable way, they pose a serious health and environmental risk. Around 200 floating structures have been identified as scrapped globally since 2015 (1) – and an estimated 40% of these assets ended up on South Asian beaches, where they were broken up under conditions that cause irreparable damage to the coastal environment and put workers' lives and health at risk. This is a significant increase of beached offshore structures if compared to trends of previous years.

THE DECOMMISSIONING PROCESS

In addition to heavy metals such as lead, cadmium, zinc and copper that are found in paints, coating, insulation, batteries and electrical compounds, what is unique for oil and gas extraction units is that contaminants including naturally occurring radioactive material (NORM) and mercury can coat the inside of the storage, transportation and production equipment.



(1) Recycling Outlook. Decommissioning of North Sea Floating Oil & Gas Units. NGO Shipbreaking Platform. 2019.

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NORM-scale consists of radioactive elements contained in oil and gas when it is extracted. Exposure to ionising radiation poses risks to workers' health, the public and the environment. The risk of exposure during decommissioning is high and parts containing NORM have to be cleaned, handled and disposed of in a controlled manner at facilities that are licensed to handle radioactive waste. Like NORM, mercury is encountered in some gas and oil production systems at concentrations which can produce health, safety, environmental, material selection and operational problems. It can contaminate the hydrocarbon processing equipment of offshore units and ballast waters. On board, it can also be found in thermometers, electrical switches, level switches and light fittings. Mercury is considered one of the top ten chemicals of major public health concern by the World Health Organisation. Exposure to low levels of mercury vapour can cause serious health problems. Exposure to high levels can deeply harm the nervous, digestive and immune systems and organs like lungs and kidneys. If not identified prior to scrapping, risks for workers and the environment are high.

Operations such as torch cutting, smelting or other abrasive surface preparations can lead to significant release of elemental mercury and even bypass the most commercial personal protection equipment (PPE) and is highly hazardous to human health, and if abandoned in-situ, all mercury will be transferred to the local ecosystems (2). Mercury cannot be removed from the steel mill scrap feed after the recycled material has been crushed or shredded, which means that mercury-contaminated materials need to be decontaminated at an early stage of the recycling process. The shipping industry is therefore responsible for disposing of mercury waste generated in an environmentally-friendly manner. In studies that involved chemically treating steel sections, researchers demonstrated that over 97% (3) of the mercury deposited could be removed from internal surfaces of pipelines and safely disposed of, thereby significantly reducing the risk of mercury release to the environment and worker exposure during smelting operations.

(2) (3) Baker, S.; Andrew, M.; Kirby, M.; Bower, M.; Walls, D.; Hunter, L. & Stewart, A. Mercury Contamination of Process and Pipeline Infrastructure - A Novel, All-Encompassing Solution for the Evaluation and Decontamination of Mercury from Pipelines and Topside Process Equipment to allow Safe Disposal. 2021.

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ILLEGAL EXPORTS OF END-OF-LIFE FSOs AND FPSOs TO SOUTH ASIA

Concentrations of mercury are especially high in the East Asian region, where the processing of crude oil ends up contaminating the offshore units' structures, tanks and piping. Many of these units originate from the Indonesian oil fields. There are approximately 70 FPSOs (4) currently operating globally. Between 2015 and 2020, Bangladesh received at least 21 FPSOs for dismantling. As for oil and gas related units that are structurally more similar to conventional ships, out of 46 drill ships and FPSOs/FSOs scrapped in the last four years, 33 were beached in South Asia, including units owned by Shell, SAIPEM, Odebrecht, Maersk and SBM Offshore.

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Every year a number of FSOs/FSPOs enter their end-of-life. Due to its location in the ring of fire belts, some countries in Southeast Asia have high mercury concentrations. FSOs/FSPOs serve their purpose to store the offshore products, including slop water and sludge containing mercury, for a period of time. When these units reach their-end-of-life, the contaminants inside the ship are also transferred to the new owners, mostly the cash buyers. The cost to clean up the tank involves a significant amount of capital and many FSOs/FSPOs owners avoid these costs by selling the vessels to cash buyers. Moreover, weak regulations and poor law enforcement make the FSOs/FSPOs owners choose the easiest and dirtiest way to close their ownerships. The biggest costs are then shifted to the beaching ports and the workers, creating a long term environmental and social burden. This practice should be ended and new rules should be introduced to prevent further disaster.

YUYUN ISMAWATI DRWIEGA
Advisor and Co-founder - Nexus3 Foundation

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FPSO NORTH SEA PRODUCER

The NORM-contaminated FPSO tanker NORTH SEA PRODUCER was deployed in the McCulloch field in the North Sea for 17 years. It was owned by the North Sea Production Company, a single-ship joint venture between Danish Maersk and Brazilian Odebrecht. Once the field closed, the unit was laid up in Teesport, UK. It left the UK in May 2016 and was directly towed to Bangladesh, where it was beached at the Janata Steel shipbreaking yard. The tanker's export from the UK to Bangladesh was illegal under the EU Waste Shipment Regulation. Whilst Maersk claims that they sold the vessel to the St Kitts and Nevis registered post-box company Conquistador Shipping Corporation for further operational use in the Tin Can Island Port in Nigeria, it was revealed that the buyer was GMS, one of the world's largest scrap dealers for end of-life vessels. As a result of the market conditions at that time, it was highly unlikely that Maersk was able to find a new owner for the ship within the oil and gas sector.

On 14 November 2019, the Supreme Court in Bangladesh declared the import, beaching and breaking of the FPSO NORTH SEA PRODUCER illegal. The judgement was issued in a Public Interest Litigation (PIL) filed by Platform's member, BELA. The Court further noted with dismay the incessant violations of national and international laws by the shipbreaking industry, and passed several directions upon the government to regulate the sector in line with earlier rulings. UK environmental authorities are still investigating the case to assess liability for the illegal export.



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FSO JESSLYN NATUNA

The FSO J. NAT, formerly known as JESSLYN NATUNA, was built in 1983 and it was owned by Indonesian company PT Global Niaga Bersama. According to information obtained by Platform's partner in Indonesia, Nexus3 Foundation, the unit was hired by PT Pertalihan Arnebatara Natuna (PT PAN) after its deployment in the Udang Field in the north part of the Natuna Sea (Indonesia). According to maritime databases, the vessel was sold by PT Global Niaga Bersama to cash buyer SOMAP International Pte Ltd in August 2019. SOMAP is a company specialised in trading end-of-life vessels to the beaches of South Asia, and does not operate ships other than on their last voyage. On 19 September 2019, SOMAP changed the flag of the vessel from Indonesia to Palau and changed the name of the vessel from Jesslyn Natuna to J. NAT. The Republic of Palau's certificate of Registry was "issued for a single voyage for demolition under tow from Batam, Indonesia to Bhavnagar/Chittagong/Gadani." Besides carrying 1500 tons of hazardous waste in the form of sludge oils, slop oil and oily water, based on the type, age and geographical area of operation of the vessel, the J. NAT also likely contained high quantities of mercury within its steel structures.

Among the Basel obligations for the legal export of hazardous waste, a full description of the quantities and types of hazardous materials on board must be included in the consent notification both from the importing and transit countries. In this case, the requirements for notification and consent were not followed and the mercury was not declared. Falsifying, or misrepresenting, documents is a criminal act under the Basel Convention and considered to be illegal traffic as defined by the Convention. In April 2020, the Platform, together with BELA and Nexus3 Foundation, urged Bangladesh, India and Pakistan to halt the import of the highly toxic FSO J. NAT that had illegally departed from Indonesia. Following the NGOs' actions and local media reports, the government of Bangladesh directed all departments concerned not to allow the ship to enter Bangladeshi territory. In the end, the vessel reached the beach of Gadani, Pakistan, and its breaking has been surrounded by many incidents.

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FSO YETAGUN

In 2020, local activists and international NGOs, including the Nexus3 Foundation, warned Indonesian authorities about the illegal departure of the mercury-contaminated FPSO YETAGUN from Batam. The NGO Shipbreaking Platform, European Environmental Bureau (EEB) and Zero Mercury Group also warned Indian authorities of the breach of international waste laws, and urged them to halt the import of the YETAGUN. Despite an initial rejection, permission to import the vessel was eventually given. The circumstances under which the beaching and breaking of the vessel were allowed are still unclear, but documents obtained by the Platform show that the Indian authorities admitted they lacked capacity to detect mercury contamination beyond the slops.

The Dutch-documentary Zembla reconstructed the last voyage and scrapping of the tanker, owned by the Dutch oil and gas multinational SBM. In their statements to Zembla, SBM Offshore and Hooghly Shipbreakers maintain that the demolition was carried out in a safe way, and hold forth as evidence a so-called Statement of Compliance with the Hong Kong Convention and inspection report: both issued by Japanese private classification society Class NK. However, undercover recordings and discussions with several workers that dismantled the YETAGUN reveal a shocking account of the actual conditions at the beaching yard. Workers were not provided with appropriate personal protective equipment and were completely unaware of the poisonous mercury contamination. Several stated that full safety gear is distributed only when inspections take place. Toxicologists that have reviewed the documents obtained by Zembla say it is impossible that no high levels of mercury were detected during cutting operations, as claimed by Class NK.

RESEARCH & READINGS

2020.

Ali, Mohammad & Pearce, Prafula.

The article addresses the shortcomings of the Basel Convention and outlines arguments on the fundamental weaknesses of the Hong Kong Convention (HKC) that undermine its effectiveness to change the current shipbreaking practices in South Asia. The Convention's major weaknesses are that it does not take into account the economic and social context of each Party; that it fails to accomplish its goal of promoting safe recycling since the responsibility of safety and enforcement is left in the hands of under-resourced ship recycling States and their shipbreaking facilities; that it allows ship owners to escape liability under the Polluter Pays Principle; among others. The article also concludes that shipping nations are the primary beneficiaries of unsafe practices using the beaching method, in which ship owners are able to externalize the high cost of decontamination of their toxic vessels, earning four to five times more USD from a ship dismantled in South Asian countries than anywhere else in the world.

Effectiveness of the Hong Kong convention on ship recycling in India, Bangladesh and Pakistan

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OUR REPORTS

NGO Shipbreaking Platform

[The Toxic Tide - Data and figures](#) (2021)

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

[Behind the Hypocrisy of Better Beaches](#) (2019)

[Recycling Outlook. Decommissioning of North Sea Floating Oil & Gas Units.](#)
(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 at least 430 deaths and 354 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



DONATE NOW



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Engineering 

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