

# SOUTH ASIA QUARTERLY UPDATE

#40

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.

JANUARY 2025  
SAQU#40

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.

*at least*  
*workers suffered an accident*  
*while scrapping ships on*  
*South Asian beaches*

7

*workers suffered an accident*  
*while scrapping ships on*  
*South Asian beaches*



# 03

## ACCIDENTS

### BANGLADESH

On 1 October, Md Ismile (57), a security guard on the ship MASALA (IMO 9130157) fell from the vessel while ending his night-shift. He sustained serious leg injuries as a result of the fall. The ship was beached at Asadi Steel Yard.

On 14 October, Naimul (55), working as a cutter helper at Mahinoor Shipbreaking Yard, was injured while operating a crane. He sustained a fractured left arm. Following first aid treatment, Naimul is now recovering at home.

On 23 October, Hasan (26) suffered a burn injury to his hand while working at Arefin Enterprise.

On 30 October, Anik Das sustained a foot injury when an iron plate fell on him while he was working as a cutter at N.B. Steel.

On 17 November, Waj Uddin (44) injured his foot while working in the wire group at a yard owned by S.N. Corporation (known as "Narvin").

### INDIA

On 18 September, according to the Gujarat Maritime Board, an accident in Alang resulted in one shipbreaking worker losing his life and another being injured. Later that month, on 25 September, another incident occurred when a worker sustained burn injuries after his clothes caught fire while cooling down hot metal. No further information was disclosed.

## 04

## CASES & INVESTIGATIONS

### NORWEGIAN ALTERA INFRASTRUCTURE FINED FOR BEACHING TWO SHIPS IN INDIA

Following a raid on Altera Infrastructure's office four years ago, the Norwegian National Authority for Investigation and Prosecution of Economic and Environmental Crime (Økokrim) issued a fine of NOK 8 million (approx. EUR 700,000) on 10 June, 2024 to Norwegian shipping company Altera Infrastructure for having sold two vessels (Navion Britannia and Alexita Spirit) for scrapping in Alang, India. The company sold the ships to cash-buyer Wirana, a cash buyer already fined in the Harrier case. Initially, the company, formerly known as Teekay Shipping, contested the fine, and a trial was scheduled for January 2025. However, Altera has now instead accepted the penalty, thereby avoiding a trial. Altera violated European and international laws that stipulate that hazardous waste cannot be exported from an OECD to a non-OECD country under any circumstances.

“

*The shipping industry is well aware that international environmental law, more specifically UNEP's Basel Convention, restricts the trade of end-of-life vessels to developing countries. But because scrapping a ship on a tidal mudflat in South Asia is more profitable than doing it in a safe and environmentally sound manner in for example a dry-dock, false accounts of further operational use or repair-work are provided to authorities in an attempt to avoid the law. To see that Økokrim, as well as other European enforcement agencies, are not dupe and now hold ship owners accountable for illegal waste trade is encouraging.*”

**Ingvild Jenssen**

Executive Director and Founder of NGO Shipbreaking Platform

## DEVELOPMENTS IN BANGLADESH

### MINIMUM WAGES FOR SHIPBREAKING WORKERS IMPLEMENTED IN 2025

The Bangladesh Ship Breakers and Recyclers Association (BSBRA) has announced that the minimum wages for shipbreaking workers, set by the Ministry of Labour and Employment in 2018, will finally be implemented by 1 January 2025. The wage structure is divided into five categories: Grade 1 includes foremen; Grade 2 includes supervisors, assistant foremen, winch drivers, and crane operators; Grade 3 includes cutter men, fitters, electricians, and mechanics; Grade 4 includes cutter helpers, general workers, winch helpers, crane helpers, electrician helpers, and loader men; and Grade 5 includes apprentice workers. The wages vary between a monthly minimum of Tk 8000 (around 63 euros), and a monthly maximum of Tk 31,750 (around 252 euros). *"Although the government issued the gazette notification in 2018 declaring minimum wages for shipbreaking workers, it could not be implemented due to the reluctance of industry owners and the inaction of the Department of Inspection for Factories and Establishments (DIFE)", said Kabir Mintu, coordinator of the Bangladesh Institute of Labour Studies (BILS). Shipan Chowdhury, deputy inspector general of DIFE, highlighted that businesses often maintain two separate salary records—one showing inflated wages for labour inspectors and the other reflecting the actual lower wages paid to workers." This time DIFE will closely monitor the implementation of minimum wages and no chance will be given to deprive the workers.*" he stated.

### ARREST WARRANT FOR SHIPBREAKER MAHEEN ENTERPRISE

On 2 December, a court in Bangladesh issued an arrest warrant for one of the country's biggest loan defaulters, shipbreaker Ashikur Rahman Lashkar Maheen, due to his failure to repay a loan of Tk189 crore to the National Bank. Despite a verdict in favour of the bank on 22 May 2023, Maheen has not repaid the amount, prompting the bank to file another loan default case in the same court. Since the defendant, Maheen, has been absent from court proceedings from the outset, the court issued a five-month civil detention order against him on 2 December. Over the years, Maheen has taken loans from various banks and financial institutions under the names of Maheen Enterprise, Maheen Enterprise Limited, ARL Shipbreaking Limited, and ARL Garments.

## DEVELOPMENTS IN INDIA

### FISH AND BIRDS KILLED DUE TO DISCHARGE EFFLUENCE NEAR ALANG

A report by Gujarati news outlet TV9 revealed that a shipbreaker is under investigation for the recent dumping of highly flammable and chemical waste into the sea from a ship brought for scrapping at a shipbreaking yard in Alang. The Gujarat Pollution Control Board (GPCB) is expected to issue a closure notice and impose a fine on the shipbreaker, ranging from ₹1 lakh to ₹1 crore (between 1109 to 110,000 euros). The discharge raised serious concerns due to its devastating impact on local wildlife and the surrounding ecosystem. According to a local NGO, the contamination spread to 7-8 villages in the Alang area. Toxic oily material, containing hydrocarbons, polluted an area extending up to 7 nautical miles (almost 13 km), including the Alang and Sartanpar ports, leading to significant harm to marine life, with fish, crabs, and birds reportedly dying in large numbers. Furthermore, fishermen in Sartanpar have suffered extensive damage to their nets due to the oily hydrocarbons. Although a plot has been identified in the case, no complaint has been registered at the Alang Marine Police Station. Allegedly, because the plot involved belongs to a well-known shipbreaker, officials appear reluctant to take action. This has sparked outrage and raised serious questions about the role and accountability of the Environment Department and the Gujarat Maritime Board (GMB). It has been alleged that the GPCB's response has also been inadequate, further intensifying criticism of the regulatory body.

**નમૂના એકત્ર કરાયા | આ પ્રકરણમાં અલંગ શિપ બ્રેકિંગ યાર્ડમાં ભંગાતા જહાજો તરફ શંકાની સોય**

## દરિયે ધસી આવેલા પેટ્રોલિયમ પ્રવાહીની તપાસના આદેશ

■ જીપીસીબી દ્વારા તપાસના ચક્રો ગતિમાન કરાયા : જહાજોના ડેટાનું પૃથ્થકરણ શરૂ

ભાવનગર | 19 ડિસેમ્બર

ભાવનગર જીલ્લાના તળાજાના સરતાનપર ગામના દરિયાકાંઠે કાળુ કદડા વાળુ પેટ્રોલિયમ પ્રવાહી આવી જતા માછીમારોની જાળી, જમીન પર કાળુ આવરણ છવાઈ ગયું હતું. આ અંગે સરતાનપરના ગ્રામ્યજનો દ્વારા અવાજ ઉઠાવવામાં આવતા સરકારી તંત્ર હસ્તક્તમાં

આવ્યું છે. અને અલંગ શિપ બ્રેકિંગ યાર્ડ તરફ તપાસનો ધમધમાટ શરૂ કરવામાં આવ્યો છે.

સરતાનપર ગામના દરિયાકાંઠે માછીમારોની બોટો, અને માછલી પકડવાની જાળીઓમાં અચાનક કાળુ વપરાઈ ચૂકેલું ઓઈલ ડેસટાઈ અને કિનારે આવી ગયું હતું. ઓઈલના કારણે જમીન પર આવરણ છવાઈ ગયું હતું અને માછીમારોની જાળીઓ કાળી ભમ્મર બની ગઈ હતી. ગ્રામ્યજનો પણ અચરજમાં મુકાઈ ગયા હતા કે, અચાનક આવું કાળુ ઓઈલ ક્યાંથી આવ્યું.

આ અંગે ગુજરાત પ્રદૂષણ



નિયંત્રણ બોર્ડ (જીપીસીબી) ના પ્રાદેશિક અધિકારી એ.જે. રાઠોડ દ્વારા જણાવવામાં આવ્યું હતું કે, સરતાનપરના દરિયાકાંઠે આવી ચડેલા બળેલા ઓઈલ અંગે

અલંગ શિપબ્રેકિંગ યાર્ડમાં તપાસ કરવામાં આવી રહી છે. ભંગાણાઈ આવતા જહાજોમાંથી આવું પ્રવાહી લીક થયું હોવાની પ્રાથમિક શંકા છે. સરતાનપરના દરિયાકાંઠેથી

બળેલા ઓઈલના નમૂના એકત્ર કરવામાં આવ્યા છે, અને અલંગમાં જહાજોના ડેટા એકત્ર કરી અને તેનું પૃથ્થકરણ કરવામાં આવી રહ્યું છે.

ક્યા જહાજમાંથી આવું પ્રવાહી દરિયાના પાણીમાં વહેતું થયું છે તેની વિસ્તૃત તપાસ ચાલી રહી છે. અલંગના 11 કિ.મી.ના દરિયાકાંઠે આવું પ્રવાહી મળી આવ્યું નથી, પરંતુ અલંગથી 16 કિ.મી.ના અંતરે સરતાનપરના દરિયાકાંઠે કેવી રીતે પ્રવાહી આવ્યું?, અકસ્માત છે કે હેતુપૂર્વક પ્રવાહી વહેવાવવામાં આવ્યું છે? આ તમામ બાબતોની તપાસ શરૂ છે.

# 07

## **MSC URGED TO ALIGN ITS OPERATIONS WITH INTERNATIONAL ENVIRONMENTAL AND LABOUR RIGHTS STANDARDS**

One of the world's largest container shipping companies, Mediterranean Shipping Company (MSC), is again under the spotlight for its substandard and hazardous dismantling of obsolete vessels on tidal beaches in South Asia. While the company has repeatedly faced criticism for breaching international environmental and labour rights standards, it has so far not shown any willingness to improve its practices. The Swiss shipping giant has over the last fifteen years sold more than 100 end-of-life vessels for dirty and dangerous scrapping on South Asian beaches. In the last six months only, MSC scrapped 9 ships on the beach of Alang in India - 27 in the last two years, including the MSC FLORIANA and MSC GIOVANNA. These vessels left respectively from Spanish and Turkish waters in direct violation of European and international laws prohibiting the export of hazardous waste from OECD to non-OECD countries

Read more in our recent [Press Release](#).

## 08

## BEHIND THE SCENE: THE HIDDEN HAZARDS AFFECTING COMMUNITIES AND COASTAL AREAS AROUND THE SHIPBREAKING YARDS

The shipbreaking industry in South Asia, concentrated in Chattogram, Bangladesh; Alang, India; and Gadani, Pakistan, is widely known for its substandard practices. The beaching method poses severe risks to not only the workers, but also to the surrounding communities, including fishing communities, and affects local agriculture and ecosystems. The pollution caused by beaching and the poor management and disposal of hazardous substances and waste generated by ship dismantling activities has persisted for decades, raising significant human rights concerns.

Over the past seventy years, the exponential expansion and relocation of the shipbreaking sector to three beaches in South Asia has coincided with a dramatic increase in the production and release of toxic substances. This pollution has been linked to chronic illnesses and fatalities, and the phenomenon, often referred to as "**toxic colonialism**", disproportionately impacts marginalised communities. Addressing this crisis requires a comprehensive strategy that radically mitigates harm to workers and local ecosystems but also ensures the protection of broader community rights to a clean, healthy, and sustainable environment.





# 9

## **HAZARDOUS MATERIALS FOUND IN SHIPS**

End-of-life vessels are considered waste when the decision to dismantle is made. As they contain significant amounts of hazardous materials embedded within their structures, these materials must be carefully extracted, managed, and safely disposed of. Unfortunately, in South Asian shipbreaking yards, the absence of proper waste management facilities, inadequate worker training, lack of adequate personal protective equipment (PPE), among other factors, exacerbate the contamination of coastal areas and put workers and surrounding communities at risk. Examples of some waste materials and their hazardous properties released during the dismantling of obsolete ships are provided in the list below (1).

### **ASBESTOS**

- It may remain in suspension for a long time. Accumulates in the lungs causing lung cancer, asbestosis and mesothelioma. Symptoms may not show up until many years after exposure.

### **GLASS WOOL**

- Toxicity similar to asbestos.

### **POLYCHLORINATED BIPHENYLS (PCB)**

- Carcinogenic, bio-accumulative (2). Associated with cancer, liver, neurological and immune system damage.

### **OZONE DEPLETING SUBSTANCES (CFCS, HCFC, ETC)**

- Environmental pollution.

### **ORGANOTIN COMPOUNDS (TBT, TPT, TBTO)**

- Contaminate sea products, and have a hazardous effect on human health.

### **HEAVY METAL—LEAD**

- Damage to neurological system, hearing, vision, reproductive system, blood vessels, kidneys and heart, especially children's physical and neurological development.

### **HEAVY METAL—MERCURY**

- Toxic and bio-accumulative. Affects nervous system.

(1) Main source: [Hazardous materials analysis and disposal procedures during ship recycling, 2018](#)

(2) Bioaccumulation is the gradual accumulation of substances, such as pesticides or other chemicals, in an organism.

# 10

## HEAVY METAL - CADMIUM

- Long-term exposure may result in lung cancer, renal issues, hypertension, and prostatic proliferative lesions.

## OIL AND FUEL (INCLUDING HYDRAULIC AND LUBRICATING OILS, ENGINE OIL AND GREASE)

- Poisonous through inhalation or consumption of contaminated water or fish. Burning may also result in fire and explosions.

## BILGE WATER AND BALLAST WATER

- May cause lead poisoning, anaemia, liver damage and cancer.

## POLYVINYL CHLORIDE (PVC)

- May induce cancer, asthma, and impairment to human reproduction. Burning may generate carbon monoxide, and highly toxic dioxins. Burial can release chemicals to groundwater.

## PERSISTENT ORGANIC POLLUTANTS (POPS)

- Travel over long distances from point sources via air and ocean currents. Possess the potential to accumulate within the food chain.

## ENVIRONMENTAL IMPACT IN COASTAL REGIONS

The release of hazardous materials from shipbreaking activities has caused severe environmental degradation in South Asian coastal regions. The Bay of Bengal in Bangladesh, for example, a crucial centre for marine life and home to vast coastal communities including around 20,000 fishing families who absolutely depend on the availability of fish in the area, is increasingly polluted by various contaminants. The shipbreaking industry located in Sitakunda (Chattogram), Bangladesh is one of the activities that severely impacts the coastal environment, causing significant ecological degradation. These activities harm biodiversity, soil, water, and air quality, with high levels of pollutants found in end-of-life ships. The abundance and distribution patterns of benthic fauna differ significantly between affected and non-affected areas, with higher dominance of pollutant-indicator species observed in regions impacted by shipbreaking activities. Additionally, the indiscriminate expansion of the industry has led to deforestation and the degradation of agricultural land. This ongoing influx of pollutants serves as a critical warning, highlighting the urgent need for awareness and action.

## 11

“Active shipbreaking yards are hidden from outside view through concrete walls watched by armed guards in uniforms policing entry – barring local fishing and non-fishing communities from enjoying the view of the ocean. We may all live in a permanently polluted world where ‘the pollution of the water has joined the molecular fabric of our bodies’ (Murphy 2013: 495), but dumping toxic vessels on the Global South illustrates how people are not equally exposed or protected.”

Camelia Dewan, 2023

Until the 2000s, the shipbreaking area in Bangladesh was primarily an agrarian and fisheries-based coastal area with much of its coastline covered with mangroves. In 2019, it was revealed that approximately 60,000 protected mangroves in Sitakunda were cleared to facilitate ship access to the shipbreaking yards along the coast. This large-scale deforestation removed the critical natural defence against coastal erosion once provided by the mangroves. The loss of this protective barrier exposed extensive areas of the coast—both in breadth and inland extent—to the heightened risks of extreme weather events such as cyclones, storms, and storm surges.



# 12

Numerous studies have directly investigated environmental pollution caused by shipbreaking activities through approaches like field sampling and satellite-based monitoring. Farmlands in Sitakunda have been shown to contain moderate to high levels of contamination, with 30-50% of agricultural soil exceeding safe thresholds for toxic metals. Crops such as rice, vegetables, and fruits grown in these areas frequently contain elevated levels of zinc (Zn), chromium (Cr), and copper (Cu), further compromising food safety. Poor-quality crops, soil contamination, and loss of fertility (13%) are some of the negative effects seen on farmland. The decline of coastal agriculture, reduction of mangrove forest areas, and decreased species diversity are among the primary impacts on marine ecosystems. During the dismantling of decommissioned ships, various types of waste, including trace metals, accumulate in beach sediments and gradually disperse into tidal, sub-tidal, and deep-sea waters, along with their associated sediments. Trace metals are well-recognised environmental pollutants because of their toxicity, long-lasting presence in the atmosphere, and tendency to bio-accumulate in the human body. This raises significant concerns for coastal ecosystems, as the accumulated trace metals can gradually filter into surrounding waters through various processes, much like a clogged sink slowly releasing contaminants. This results in severe pollution and long-term damage to aquatic ecosystems.

A 2022 study in Alang, India, reveals significant contributions of shipbreaking activities to the release of petrogenic hydrocarbons, plasticisers, and other toxic organic pollutants, threatening marine water quality. Furthermore, in 2024, a study in Gadani, Pakistan shows the significant contribution of shipbreaking activities to the atmospheric release of short-chain chlorinated paraffins (SCCPs), polychlorinated biphenyls (PCBs), and polycyclic aromatic hydrocarbons (PAHs). Similarly, sediments from shipbreaking zones in Gadani, Pakistan, show elevated concentrations of total and methylated mercury, further underscoring the industry's environmental impact.

# 13

## HEALTH RISKS FOR WORKERS AND COMMUNITIES

The release of pollutants from the shipbreaking industry significantly impacts the environment and its workers, but its effects extend far beyond, inevitably affecting also surrounding communities.

People living in poverty face a disproportionate burden from toxic exposure. Industries and other major sources of pollution are frequently located near low-income communities, which already struggle with multiple socioeconomic challenges that exacerbate health risks. Efforts focused solely on economic growth have consistently fallen short in addressing these inequities and improving outcomes for affected populations. For example, studies conducted in Sitakunda, Bangladesh, have identified dangerously high concentrations of toxic metals—such as lead (Pb), cadmium (Cd), and arsenic (As)—in soil, water, sediment, and crops. These contaminants enter the food chain, posing significant health risks to local populations, which may include liver dysfunctions, cardiovascular diseases, cancers, neurological problems, and altered renal and/or endocrine functions.

Families who have lived in Sitakunda for generations lamented the decline in the quality and flavour of local food, particularly tomatoes, pumpkins, flat beans (“*seem*”), and gourds (“*lao*”). An elderly woman talked about the not-so-distant past, as recent as 2005 - “*we used to have everything here, dates and date juice. Now this is an industrial zone*” - when the area was full with cows, rice fields, jhum cultivation, and a variety of vegetables that were rich in flavour, along with fresh coriander and onions. The fruit trees, such as jackfruit, guava, pineapple, betel nut, pomegranate, safeda, kalo jam, and jamrul, are now coated with a layer of red metallic dust from intense air pollution and no longer bear fruit. As a result, residents can no longer rely on locally grown produce, and are forced to purchase all their food.

# 14

Asbestos, in particular, as it is not banned in any of the three shipbreaking countries, poses a high risk for workers and communities, and is responsible for respiratory diseases, including cancer. Asbestos exposure via inhalation of the fibres during shipbreaking activities is associated with asbestosis, a pulmonary fibrosis arising from the inhalation of asbestos fibres over time; lung cancer; and mesothelioma cancer. Diagnosis of these diseases is challenging as there is a significant delay between exposure and symptom development. In Bangladesh, Dr Roy Rajat and his team have researched 25 shipbreaking workers and found that their lung health is the most vulnerable. In India, a research estimated that nearly 15% of the total workforce engaged in shipbreaking may suffer from mesothelioma, amounting to approximately 4,513 deaths among the 31,000 workers employed in the yards only between 1994 and 2002. The year with the highest projected number of deaths is 2027.

While shipbreaking workers frequently report breathing difficulties and exposure to toxic smoke, communities also face severe consequences from daily toxic exposure. Elders from a fishing community near the shipbreaking yard area in Sitakunda, Bangladesh - both men and women - have consistently highlighted the devastating effects of industrial pollution. A member of this community describes how ship dismantling activities directly impact fishing livelihoods and the surrounding environment.

“ ***Our whole livelihoods depend on fishing. When ships are cut down and broken, they leak black oil into the waters. This kills fish, the nets also get caught in the black oil, so the fish we catch end up smelling like oil. We cannot sell them; we cannot eat them. When the fish come with the high tide, the tide also brings in polluted water, resulting in the black oil you see in our homestead ponds.*** ”

Member of a fishing community

Moreover, hazardous chemicals pose significant risks to human reproduction. The deeply interconnected biological and social processes of creating and nurturing new life depend on the right to a toxic-free environment, which is integral to the broader right to a clean, healthy, and sustainable environment. When a chemical enters the body, it increases the risk of affecting not only the individual but also future generations. Exposure to harmful chemicals has been linked to male and female subfertility and infertility, miscarriages, adverse birth outcomes, neurological and multi-system impacts on children, cancer, and disabilities.

# 15

The indiscriminate expansion of shipbreaking activities in South Asia continues to endanger vulnerable populations and ecosystems. Communities living in the shipbreaking area face disproportionate exposure to pollution, exacerbating existing social and economic inequalities.

## **TOWARDS SUSTAINABLE SOLUTIONS**

By 2050, the volume of dismantled ships is projected to reach 75–95 million gross tons per year, highlighting the urgent need to properly address the hazards produced by the ship recycling industry. Policy makers, industry stakeholders, and civil society must act to ensure that the economic benefits of recycling decommissioned ships are not achieved at the expense of human lives or environmental health on beaches. Adopting off-the-beach recycling methods with proper containment of pollutants is essential to uphold a collective commitment to justice, safety, and sustainability. This approach will help protect vulnerable communities and the ecosystems on which they depend.

## RESEARCH & READINGS

### May 2023

#### **Martin Ditkof**

This research paper employs a world-systems analysis and the normalisation of deviance concept to explore the historical origins and consequences of asbestos-related health hazards in Bangladesh's shipbreaking industry. It focuses on the health risks faced by shipbreaking workers, their families, and nearby communities due to asbestos fibres released during the dismantling process. The paper highlights the practical limitations that prevent affected individuals from seeking remedies under global frameworks or Bangladesh's legal and political systems, despite suffering from illnesses such as asbestosis, lung cancer, and mesothelioma. Building on this foundation, the paper evaluates whether a legal right of action could be pursued in more effective forums, such as those used in the United States. It argues for such a right based on principles of justice and morality, citing the United States' connections to shipbuilding, the origin of some vessels scrapped in Bangladesh, and the financial benefits derived by U.S.-based companies from global shipping operations. However, the paper also examines the challenges in pursuing such claims, offering a critical perspective on the feasibility of seeking accountability.

[Asbestos-Related Issues Impacting Bangladesh Shipbreaking Laborers](#)

### March 2024

#### **Abdul Shakoor Khan, Said Akbar Khan, Asim Abbasi, Dina Hajjar, Arwa A. Makki, Hanan Almahasheer, Ali R.A., Moursy, Raimundo Jimenez-Ballesta**

The study evaluates organic air contaminants in Gadani, Pakistan, focusing on areas around shipbreaking facilities, nearby residential settlements, and adjacent roadways. Analysis of 30 air samples revealed elevated concentrations of polycyclic aromatic hydrocarbons (PAHs), short-chain chlorinated paraffins (SCCPs), and polychlorinated biphenyls (PCBs) in shipbreaking zones. The findings highlight the substantial role of Pakistan's shipbreaking industry in contributing to atmospheric pollution.

[Characterization of persistent organic contaminants in the atmosphere of Gadani's ship breaking yards and its surrounding: Implications for sustainable ship recycling practices](#)



## OUR REPORTS

### **NGO Shipbreaking Platform**

[Ship Recycling in Turkey: Challenges and Future Direction](#) (2024)

[“Trading Lives for Profit: How the Shipping Industry Circumvents Regulations to Scrap Toxic Ships on Bangladesh’s Beaches”](#) - In collaboration with Human Rights Watch (2023)

[Breaking Out: Anchoring Circular Innovation for ship recycling](#). (2022)

[The Toxic Tide - Data and figures](#) (2022)

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

[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)



Since 2009, around 8221 ships were scrapped in South Asia, causing at least 512 deaths and 470 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**



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**



## ABOUT THIS REPORT

Published by:

NGO Platform on Shipbreaking (asbl) Rue de la Linière 11, B - 1060 Brussels

Edited by:

Ingvild Jenssen, Nicola Mulinaris, Sara Costa, Benedetta Mantoan, Ekin Sakin

## FIND US ONLINE

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

Facebook: [/shipbreakingplatform](https://www.facebook.com/shipbreakingplatform)

Linkedin: [NGO Shipbreaking Platform](https://www.linkedin.com/company/ngo-shipbreaking-platform)

Instagram: [@ngoshipbreakingplatform](https://www.instagram.com/ngoshipbreakingplatform)



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