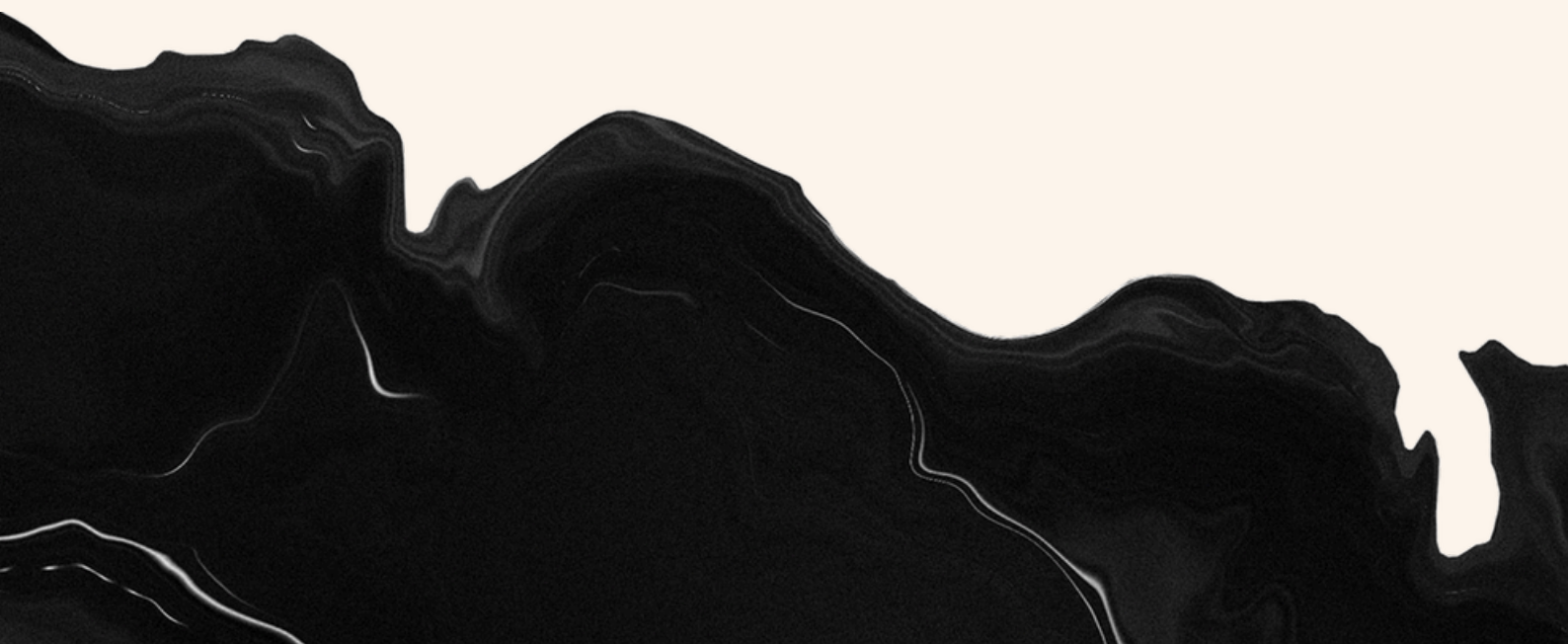


SOUTH ASIA QUARTERLY UPDATE

4 1



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.

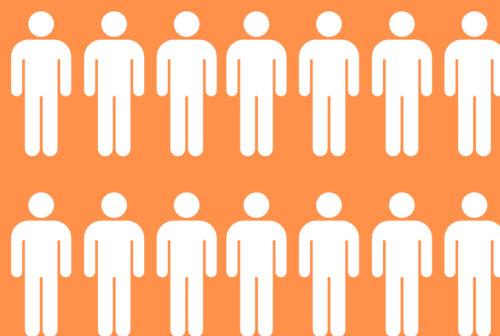
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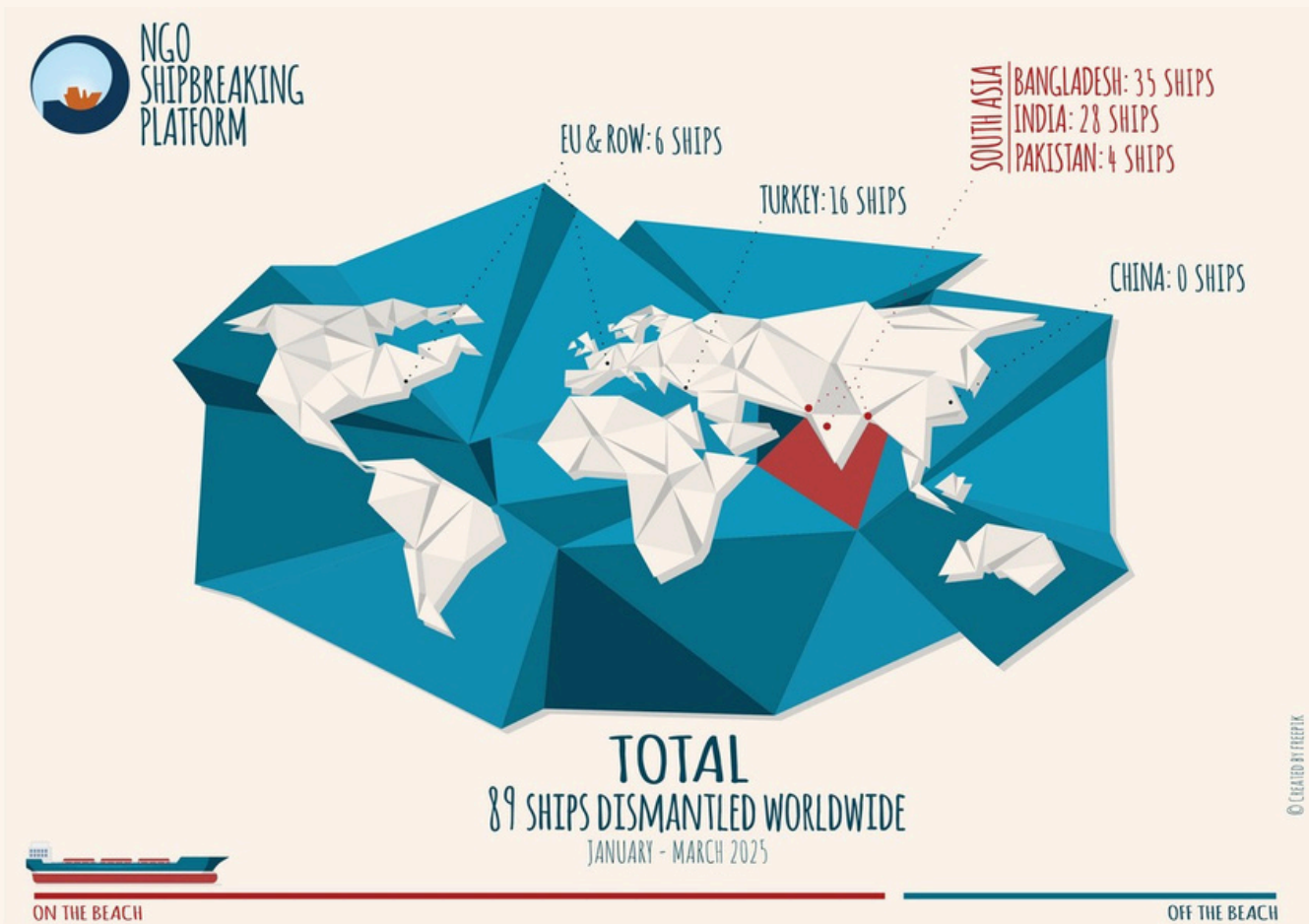
In this quarterly publication, we inform about the shipbreaking practices in South Asia, providing an overview of accidents that took place on the beaches of Bangladesh, India and Pakistan, relevant press media as well as research. We aim to raise public awareness about the many negative impacts of shipbreaking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

*workers suffered an accident
on South Asian
shipbreaking beaches*

14

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





ACCIDENTS

Improving safety and transparency in the shipbreaking sector is crucial to prevent accidents and protect workers' well-being. Currently, accidents are reported by the Platform based on local sources and media reports. However, as the sector suffers from a serious lack of transparency, many incidents likely go unreported, particularly in Bangladesh, India and Pakistan, where authorities and industry fail to report and publish data. Moreover, the absence of monitoring and data on occupational diseases, including cancer, further exacerbates the lack of accountability towards workers. Many workers are exposed to toxics unknowingly on a daily basis.

BANGLADESH

On 1 January, Hridoy (25) sustained a minor injury while working at Joint Iron Steel Ship Breaking.

On 5 January, Md. Forhad (30), a worker in the wire group at S.S. Steel/Hadia Steel, suffered an injury to his right leg.

04

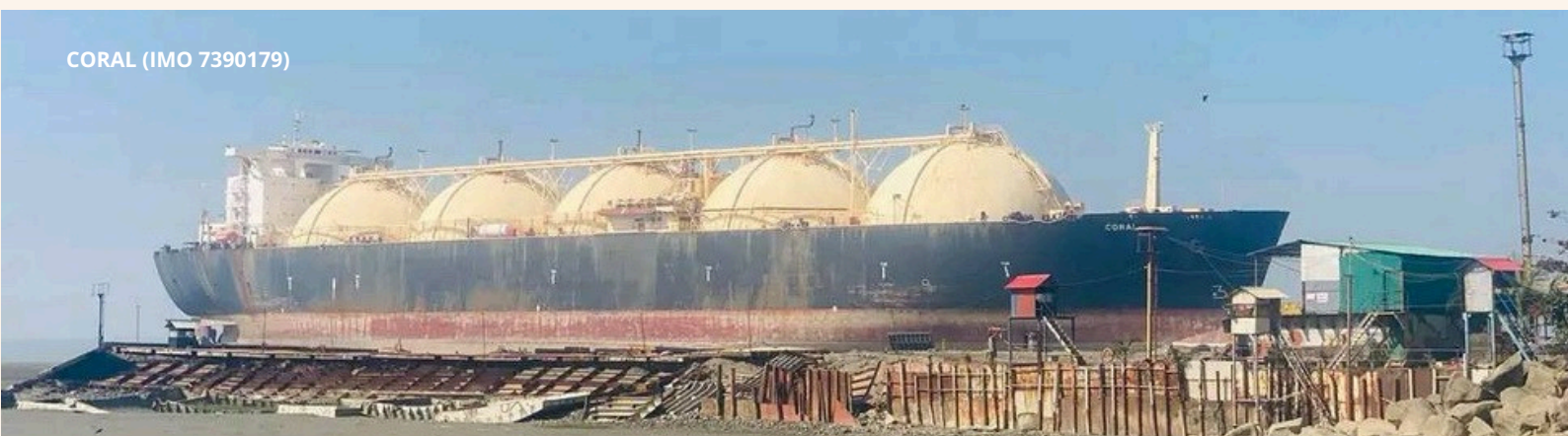
On 6 January, Karim (45) lost his life at Asadi Steel after suffering an electric shock while working on a ship during the night at Projoty Shipbreaking yard (former yard of Janata Steel). The following day, on 7 January, Md. Fojul Korim (46), a security guard at Projoty Shipbreaking yard (former yard of Janata Steel), also lost his life while working at the yard which is dismantling a ship identified as CORAL (IMO 7390179), owned by South Korean shipping company Sinokor.

On 10 January, Ibrahim (26), a cutter, was injured during a night shift at N.B. Steel when onboard the COMANCHE (IMO 8757647), owned by Nigerian company TCO Marine. An iron plate fell on his leg, causing a serious fracture. According to local sources, N.B. Steel shares ownership with K.R. Steel, which recently obtained a Statement of Compliance with the Hong Kong Convention (HKC). Despite legal prohibitions to conduct night shifts, workplace accidents continue to occur during these hours.

On 26 January, Md. Didar (25), a member of the mud group, was seriously injured at Millennium Ship Breaking Yard.

On 3 February, cutter man Md Shohil (26) was injured in a fire at S.N. Corporation in Shitalpur—one of the shipbreaking yards that holds a Statement of Compliance with the Hong Kong Convention (HKC). The fire left Shohil with serious hearing loss. The incident occurred onboard the vessel SWARAJYA (IMO 9170432), linked to cash buyer Best Oasis. Notably, the same vessel was involved in the deadly explosion on 7 September 2024, which claimed the lives of seven workers and seriously injured more than ten others. S.N. Corporation has publicly denied the 3 February incident. However, according to IndustriALL's local sources, working conditions at the yard have deteriorated since January. Reports indicate increased workloads, 12-hour shifts without overtime pay, no access to lunch or refreshments, and delayed wages—with workers still unpaid for January as of 11 February, the date of IndustriALL's report. Despite these issues, S.N. Corporation continues to operate even after having lost its environmental clearance certificate from the Department of Environment.

CORAL (IMO 7390179)



05

On 5 February, Md. Forhad, a worker in the wire group working at S. Steel/Hadia Steel yard, suffered a severe injury resulting in the amputation of his leg. On the same day, Anisur Rahman (50), working at Ferdous Steel, fell onto a tank and sustained a head injury.

On 25 February, Md. Sakil (20), employed at S.N. Corporation yard in Shitalpur (yard holding a Statement of Compliance with the HKC), sustained a finger injury while working on the vessel FERN (IMO 7385112), owned by French company Perenco.

On 12 March, Foysal (47) tragically lost his life at a shipbreaking yard in Chittagong after falling from the vessel LAKATAMIA (IMO 9203796), owned by the Greek Polys Haji-loannou Group. He had been at the yard to purchase oil from the ship as part of his work in the oil trade business.

On 15 March, Md. Nazim (33) sustained a head injury while working at Premium Trade Corporation. That same day, another worker, Md. Rubel (26), a cutter helper, was injured in his right foot when an iron piece fell during dismantling operations at Lalbag Shipbreaking Yard. On the following day, 16 March, Md. Shafiqul (32), a member of the fitter group, sustained a leg injury while working at K.S.B. Steel.

DEVELOPMENTS IN BANGLADESH

SIX YARDS IN BANGLADESH NOW CLAIM TO BE “GREEN” DESPITE THAT THEY ARE STILL BEACHING

Another shipbreaking yard in Bangladesh has received a Statement of Compliance with the HKC, raising further concerns about the effectiveness of such documents in ensuring truly safe and environmentally sound ship recycling. Arab Ship Breaking and Recycling Limited has become the sixth yard to obtain a SoC from Bureau Veritas, joining PHP Ship Breaking & Recycling Industries, S.N. Corporation (Shitalpur), Kabir Ship Recycling, KR Ship Recycling, and MAK Corporation. Although SoCs are intended to reflect adherence to the IMO’s safety and environmental standards, they instead serve as a tool for green-washing beaching operations. Many of the yards holding these documents continue to operate under hazardous and exploitative conditions, calling into question the credibility and impact of the Hong Kong Convention’s implementation. Labour rights organisations keep highlighting serious safety violations, workplace accidents, and inadequate protections for workers—issues that persist even in certified yards.

06

BANGLADESH MEDIA FOCUSES ON THE RISKS OF DISMANTLING FPSOs AND FSOs ON THE BEACHES

A Bangladeshi news outlet, Benar News, compiled a list of 25 Floating Production Storage Offloading (FPSO) and Floating Storage Offloading (FSO) units that were dismantled at 10 shipbreaking yards in Sitakunda, Chattogram, between 2015 and 2024. Shipbreaking workers were interviewed about their experiences onboard these structures and the health risks they face. Rahman, who began working as a cutter man in 1993, developed a chronic lung disease in 2016 due to prolonged exposure to asbestos fibers. Like many workers in the industry, he handled asbestos without adequate protection. Reflecting on his condition, he said: "A decade back, when I started coughing constantly, I came to realize that something went wrong in my body, (...) After detection of asbestosis, I understood where it came from – my work at the yard left me exposed to the various toxic elements, which has cost me my health.". Another worker, Anisur (31), told Benar News that he first became aware of radioactive and other hazardous waste in 2016—the same year he was diagnosed with asbestosis. This was more than two decades after he began working in Sitakunda and coincided with the arrival of the FPSO North Sea Producer in Chattogram. He added: "I strongly believe that if the government took steps to test for radiation exposure, many workers would be diagnosed with it." These testimonies highlight the severe health risks shipbreaking workers endure due to inadequate safety measures and the lack of proper oversight in hazardous material handling.

YARDS OPERATING WITHOUT PERMISSION TO USE FORESHORE AND DREDG SAND

The Bangladesh Inland Water Transport Authority (BIWTA) has repeatedly called on shipbreaking businesses to obtain the necessary clearance certificates. While these operations were previously permitted under the authority of the Ministry of Industries, current regulations prohibit the use of foreshore areas within river ports without official approval by the government.

Despite these legal requirements, most shipbreaking yards continue to exploit foreshore areas and dredge sand without paying the mandated fees. Of the 30 to 40 shipbreaking yards currently in operation, only one has obtained the required permission. In response to ongoing violations, the Sitakunda Upazila administration has fined three yards—OWW Shipbreaking Yard, SL Steel Shipbreaking Yard, and Mother Steel Limited—for the illegal extraction of sand from the channel.

07

AMENDMENTS TO BANGLADESH'S SHIP RECYCLING AND HAZARDOUS WASTE MANAGEMENT LEGISLATION

On 16 February, government and private-sector stakeholders gathered to discuss ways to align Bangladesh's ship recycling sector with the HKC, as well as key provisions of the Basel, Rotterdam, and Stockholm Conventions. Following the workshop, the Ministry of Industries will draft a proposal, which will then be circulated among relevant government departments for final review. The advisor to the Ministry of Shipping, Mr. Sakhawat Hossain and the advisor to the Ministry of Industries, Mr. Rahman Khan, both expressed the commitment to developing Bangladesh's ship recycling industry. Mrs. Rizwana Hasan, advisor to the Ministry of Environment, Forest, Climate Change, and Water Resources, called for stricter enforcement of environmental laws and greater accountability. She emphasized that shipbreaking must not come at the cost of human lives. "We cannot justify sustaining this industry if it fails to meet global safety and environmental standards. I am prepared to collaborate with the Ministry of Industry to develop regulations that prevent Bangladesh from becoming a dumping ground for toxic waste and protect our workers from unknown hazards. The High Court's directives, upheld by the Supreme Court, must not be ignored," she stated. Hasan also urged authorities to rigorously enforce High Court rulings prohibiting shipbreaking on tidal beach areas, stressing that these rulings must be fully incorporated into national regulations.

DEVELOPMENTS IN PAKISTAN

PAKISTAN AT A PIVOTAL TURNING POINT

The government of Pakistan has recently proposed the recognition of the ship recycling sector as a formal industry at both the federal and provincial levels, which will provide regulatory clarity, attract investment and create jobs. The government has also proposed reforms to support the enhancement of Karachi Shipyard & Engineering Works, a key shipbuilding facility. This investment aims to reduce dependence on foreign markets, retain jobs and wealth within Pakistan, and foster a more self-sufficient maritime industry.

Recognising a legitimate ship recycling sector—one that operates in an environmentally sound and sustainable manner, away from beaching practices—would mark a significant shift in how Pakistan manages the dismantling of obsolete vessels. To achieve this transformation, investment in state-of-the-art technology and innovation is not just beneficial, but essential.

08

In March, Sustainable Development Policy Institute (SDPI), Platform's member in Pakistan, organised the event "Circularity in the marine environment and sustainable ship recycling in Pakistan". The event addressed a broad range of maritime issues, with particular emphasis on ship recycling and shipbuilding. Experts highlighted the vital role of ports—as the backbone of the marine economy—and their potential to become hubs for circular economic activities by facilitating material reuse and recycling. Admiral Salman, Managing Director of Karachi Shipyard, emphasized the need for cleaner shipbuilding processes. He noted that Karachi Shipyard is implementing responsible waste management systems, oil spill control measures, and efficiency-enhancing technologies such as water jet cutting. Dr. Abid Suleri, Executive Director of SDPI, underscored Pakistan's strategic maritime location and its critical role in the global ship recycling value chain. He raised serious concerns about the environmental and labour challenges posed by current shipbreaking practices, pointing to chemical and oil spills and the dumping of hazardous materials as major threats to biodiversity and local communities. Dr. Suleri advocated for the adoption of green and sustainable ship recycling methods that are socially inclusive—ensuring that marginalized communities and women benefit economically without being exposed to toxic substances. He also shared that insights from the webinar will contribute to the development of Pakistan's National Circular Economy Policy, currently being drafted by SDPI in collaboration with the United Nations Environment Programme (UNEP). Dr. Aneel Salman, Chair of Economic Security at the Islamabad Policy Research Institute (IPRI), highlighted the systemic challenges facing Pakistan's ship recycling sector. He noted that the industry continues to grapple with regulatory loopholes, outdated technology, and hazardous working conditions. Workers at the Gadani shipbreaking yard, he said, are frequently exposed to toxic substances such as asbestos and PCBs. Furthermore, the weak enforcement of international conventions enables ship owners to evade environmental responsibility by flagging vessels under permissive jurisdictions.

MEETING OUR SOUTH ASIAN MEMBERS

OCCUPATIONAL SAFETY AND HEALTH ENVIRONMENT FOUNDATION TOWARDS JUST TRANSITION



Established in 2003 in Bangladesh, the Occupational Safety and Health Environment (OSHE) Foundation is a leading institution recognised for its impactful work in Occupational Health and Safety (OHS), labour standards, and support for occupational victims. OSHE played a key role in shaping the National Occupational Health and Safety Policy (2013), continues to influence labour law reforms and contributes to the improvement of labour rights in the country. OSHE has also been a pioneer in introducing and promoting the concept of Just Transition at the national level. It has participated in several global climate conferences, including the Paris Agreement, and has worked to contextualise just transition in Bangladesh through awareness campaigns, sensitisation programs, and knowledge-sharing initiatives.

Mission and Vision: A labour sector where every worker thrives in a safe, just, and inclusive environment, supported by effective national policies and legal instruments, compliance with laws, sustainable practices, and empowerment of workers through social protection. We envision a future where green jobs, a fair and just transition, and equitable working conditions are the norm.

Work on Shipbreaking: OSHE advocates for safety, workers' rights, and accountability in Bangladesh's shipbreaking industry. It has highlighted the sector's severe health and safety risks—such as toxic exposure and unsafe working conditions—and works with civil society, trade unions, and international partners to promote safer, more transparent, and environmentally responsible ship recycling practices.

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“While the industry obviously wants to make money, and the government sees the industry as a source of economic revenue, there is no long-term plan on how to transform the sector in a just and sustainable way. Just transition, in this case, is a pathway that needs to be explored and must involve the government, employers, trade unions, local communities, and NGOs to identify the gaps and bottlenecks for a just transition. Community actions, skilling and reskilling, and good governance must be secured. This requires effective social dialogues so that the transition becomes real—and not just another example of greenwashing.

Repon Chowdhury, Executive Director OSHE

”

BANGLADESH ENVIRONMENTAL LAWYERS ASSOCIATION (BELA)
DEFENDING THE ENVIRONMENT, EMPOWERING COMMUNITIES



Established in 1993, the Bangladesh Environmental Lawyers Association (BELA) is the country’s leading non-profit organisation committed to advancing environmental justice. As the only organisation of its kind in Bangladesh, BELA has gained significant recognition both nationally and internationally for its unwavering efforts to promote environmental protection and justice.

Mission and Vision: BELA is dedicated to community empowerment, ensuring the protection of the environment, natural resources, and environmental rights in a just, equitable, and gender-sensitive manner.

11

Work on Shipbreaking: BELA has been at the forefront of advocating for safer, more sustainable practices in Bangladesh's shipbreaking industry. The organisation plays a key role in holding both domestic and international stakeholders accountable for the environmental degradation and human rights violations occurring within shipbreaking yards. Through strategic legal advocacy, impactful research, and public awareness campaigns, BELA works to mitigate the severe environmental hazards—such as toxic waste and pollution—associated with shipbreaking, while also championing the rights and safety of workers. Collaborating closely with local communities, government bodies, and global environmental networks, BELA has been instrumental in pushing for stricter regulations, higher safety standards, and effective enforcement mechanisms. Notably, BELA filed six Public Interest Litigations (PILs), resulting in over 50 significant directives from the courts to regulate the industry and protect workers' rights. These efforts have also led to the formulation of two landmark Rules on Shipbreaking in 2011 and the enactment of the Shipbreaking and Recycling Rules Act in 2018.

“Shipbreaking activities in Bangladesh continue to present serious threats to human health and the environment. Immediate and decisive action is essential to enforce stringent regulations, eliminate hazardous waste practices, control pollution, protect the environment and safeguard the rights and well-being of workers. BELA remains unwavering in its commitment to ensuring accountability across all stakeholders and advancing a just and sustainable transformation of the shipbreaking sector.”

Taslima Islam, Executive Director of BELA

SUSTAINABLE DEVELOPMENT AND POLICY INSTITUTE (SDPI) **A CATALYST FOR SUSTAINABLE AND JUST DEVELOPMENT**



12

Founded in August 1992, the Sustainable Development and Policy Institute (SDPI) was established based on the recommendations of Pakistan's National Conservation Strategy (NCS), also known as Pakistan's Agenda 21. This visionary document, approved by the Federal Cabinet in March 1992, placed Pakistan's socio-economic development within the framework of a national environmental plan. It outlined the necessity of creating an independent, non-profit organisation to provide expertise in policy analysis, development, intervention, and advisory services.

Mission and Vision: SDPI's mission is to promote sustainable development by enhancing peace, social justice, and well-being for present and future generations.

Work on Shipbreaking: SDPI work focuses on advocating for safer and more sustainable practices in the shipbreaking industry, particularly in the context of Pakistan's environmental and socio-economic landscape. The institute provides policy analysis and recommendations on improving the environmental and safety standards within shipbreaking yards, focusing on minimising toxic waste, pollution, and the adverse health impacts on workers. Through research, advocacy, and collaboration with local and international stakeholders, SDPI works towards strengthening regulatory frameworks and ensuring that shipbreaking activities adhere to both national environmental laws and international standards.

“Current shipbreaking practices pose significant environmental and labour challenges, such as chemical spills, oil leaks, and improper disposal of hazardous materials, all of which threaten coastal biodiversity and local communities. The growing global shift towards sustainable maritime practices and the adoption of circular economy models, urge Pakistan to modernise its regulatory framework to align with international standards.”

Dr. Abid Suleri, Executive Director SDPI

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CENTER FOR RULE OF LAW ISLAMABAD (CROLI)
UPHOLDING THE RULE OF LAW

The Center for Rule of Law is an independent, non-governmental, non-profit, non-political and non-sectarian (non-religious) organisation which aims to promote institutional awareness of law in Pakistan, and abroad. CROLI has contributed towards the training of legal staff and judiciary, including judges, lawyers, prosecutors and government officials. CROLI, through its founder Muhammad Majid Bashir, also has the honour of training prosecutors and judges at a national level in the Federal Judicial Academy.

Mission and Vision: To help and guide the people of Pakistan to play their respective roles in strengthening our people and national institutions by implementing the Rule of Law. We wish to see a peaceful, progressive and prosperous Pakistan that offers equal opportunities to all its Citizens; a Pakistan where Rule of Law takes precedence over everything else and where life and affairs ancillary thereto are regulated by law rather than personal preferences and choice.

Work on Shipbreaking: CROLI has been actively advocating for a sustainable and environmentally responsible ship recycling industry in Pakistan. They have raised awareness among the general public about existing environmental laws and regulations. Furthermore, CROLI proposed a draft regulatory framework for the Government of Balochistan, aiming to set standards for safer ship recycling operations.

14

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When injustice becomes law, resistance becomes duty.

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Judge Muhammad Majid Bashir, Founder of CROLI

LEGAL INITIATIVE FOR FOREST AND ENVIRONMENT (LIFE)
TOWARDS ENVIRONMENTAL JUSTICE

Founded in 2008 in New Delhi, India, the Legal Initiative for Forest and Environment (LIFE) was established with the mission of promoting environmental democracy. LIFE is a national level public interest environmental law group which applies a unique combination of law, science and advocacy to protect biodiversity hotspots, flora and fauna, clean up air and water and protect vulnerable communities while ensuring that India adopts and implements a low carbon path of development and strengthening climate resilience. Access to Information, Public Participation, and Access to Justice in environmental matters, empowering communities and individuals to engage actively in the protection and sustainable management of the environment. LIFE has been awarded the 2021 Right Livelihood Award, also known as the Alternative Nobel Prize. It was honoured for its innovative legal work empowering communities to protect their resources in the pursuit of environmental democracy in India.

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Mission and Vision: Advancing environmental democracy and justice through the strategic use of law and scientific, evidence-based advocacy. Our vision is to drive meaningful reform in environmental law by sparking new conversations and innovative approaches. Through legal interventions and scientific research, we strive to create a more just and sustainable future.

Work on Shipbreaking: LIFE has been a member of the Platform since 2008. It has been working on documenting compliance with environmental laws with respect to shipbreaking in India. Specifically, it has focused on the Environment Impact Assessment and Coastal Regulation Zone so far as existing and new ship breaking yards are concerned.

TOXICS LINK **FOR A TOXICS-FREE WORLD**



Toxics Link, a non-profit organisation registered in New Delhi, India, is an initiative of The Just Environment Charitable Trust. It emerged from the critical need to address knowledge gaps relating to the issues of toxicity and waste and their impacts on the environment and human health, especially on vulnerable and marginalised communities.

Mission and Vision: Focus on waste and chemical issues to help formulate and implement socially just, environmentally safe, and sustainable solutions. These include safer, responsible waste management and reduction practices as part of circular resource flows and the substitution, reduction, and elimination of hazardous chemicals.

Work on Shipbreaking: Toxics Link monitors the environmental impact of the shipbreaking industry in India, assessing conditions and advocating for improved regulatory frameworks and practices that protect both workers and ecosystems.

16

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The shipbreaking industry in Alang poses serious threat to the environment on account of extremely hazardous and dangerous operations executed in a closed environment. It has resisted any move to bring in any form of transparency either through integration of technology or any other form of monitoring and oversight mechanism. It cannot be business as usual and it must change.

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Satish Sinha, Associate Director at Toxics Link

RESEARCH & READINGS

HOW RICH NATIONS DUMP OLD CRUISE SHIPS AND OIL TANKERS IN DEVELOPING COUNTRIES

Business Insider, an independent news organisation, recently released a documentary on the Gadani shipbreaking yard in Pakistan—the world's third-largest shipbreaking hub. The film reveals how many decommissioned vessels, including those originating from Europe, arrive in Gadani through illegal channels, often under “flags of convenience” that allow ship owners to evade stricter regulations. The documentary sheds light on the broader struggles faced by developing countries like Pakistan in managing the influx of end-of-life vessels and underscores the urgent need for stricter enforcement of international regulations. It calls attention to the global shipping industry's responsibility to ensure that shipbreaking practices protect both human lives and the environment.

July 2024

Ahmed Imtiaz Chowdhury, Saiful Islam

This research was conducted to explore the impact of out-migration from Bangladesh's shipbreaking industry on its workers. It also aimed to identify the obstacles and opportunities encountered by workers after leaving the industry following years of employment. The methodology included 120 semi-close-ended questionnaires, 13 in-depth interviews conducted in both the northern and southern regions of Bangladesh, ethnographic analysis, and secondary research. Respondents were aged 18 and above and represented diverse geographic areas across the country. The findings reveal that the majority of out-migrant workers face a range of challenges, including serious health issues, social stigma, psychological trauma, limited employment opportunities, and restricted geographical mobility. The study concludes that the shipbreaking industry creates more barriers than opportunities for workers once they exit the sector. Only a small minority, primarily those who held technical or supervisory positions, were able to derive tangible benefits from their experience in the industry. Overall, the research highlights that shipbreaking has a predominantly detrimental impact on the long-term well-being and prospects of out-migrant workers.

Bangladesh Ship Breaking Industry: Is it an Opportunity or Obstacles for Out-Migrant Workers?

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 473 deaths and 517 injuries. The figures on accidents are likely to be much higher. Occupational diseases are not even registered in these statistics and are not officially monitored.

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

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