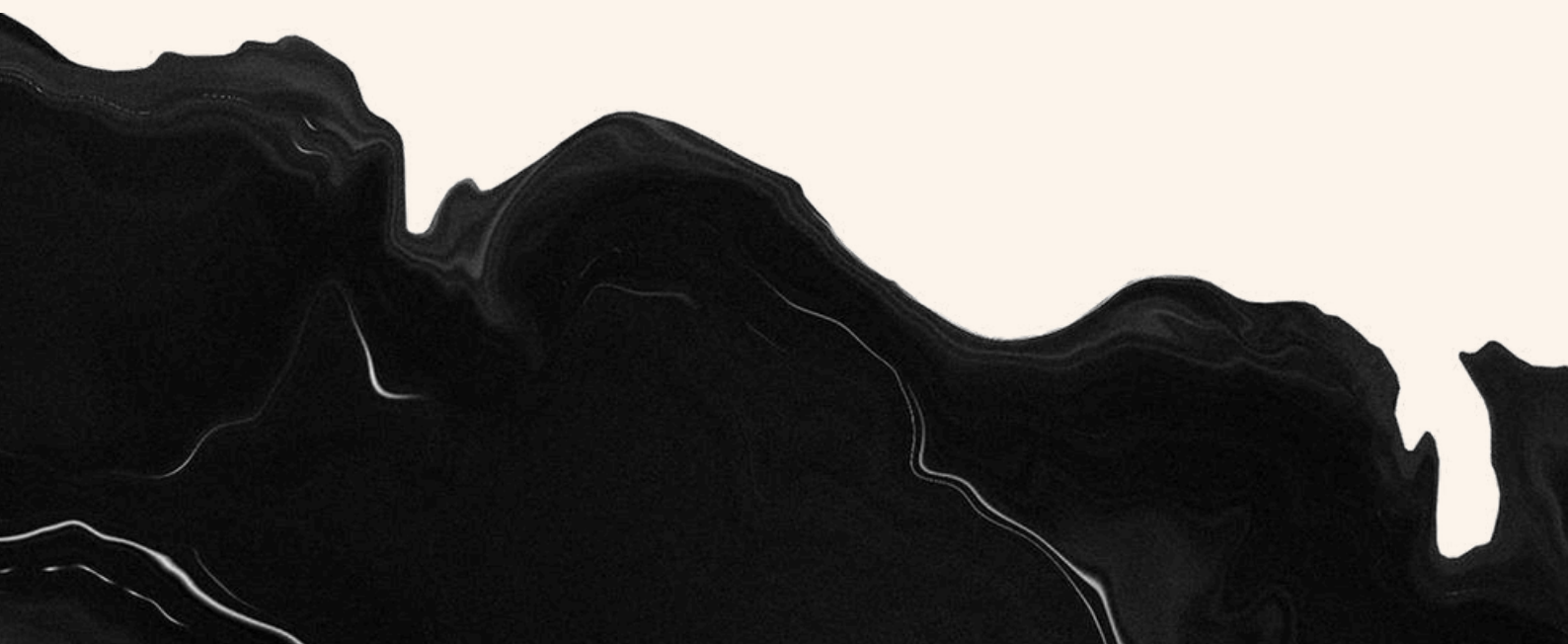


SOUTH ASIA QUARTERLY UPDATE

42



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.

JULY 2025
SAQU#42

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 a St oleuatsht Asian
shipbreaking beaches*

5

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



03

SHIPBREAKING RECORDS



NGO
SHIPBREAKING
PLATFORM



TOTAL
74 SHIPS DISMANTLED WORLDWIDE
APRIL - JUNE 2025



ON THE BEACH

OFF THE BEACH

04

ACCIDENTS

BANGLADESH

On 20 April, Md. Lalon (23) sustained a head injury when an iron plate fell on him during a night shift at Chittagong Steel yard. The incident involved the vessel LAKATAMIA (IMO 9203796), owned by Greek company Polys Haji-loannou Group. Although night shifts are prohibited under Bangladeshi law, many yards remain open during those hours, and accidents are frequently reported.

Just days later, on 24 April, a similar accident took place during a night shift at KSB Steel yard. Md. Rasel, a 31-year-old cutter man, sustained a severe head injury when an eight-foot metal rod fell on him while he was cutting a girder, trapping him beneath a pile of materials. The vessel involved in the incident remains unidentified. The accident occurred at around 3:00 AM, in clear violation of a court order prohibiting night work at shipbreaking yards in Bangladesh. According to local sources from IndustriALL, there was an almost two-hour delay in transporting the injured worker to a hospital, despite him bleeding profusely. Yard management reportedly told workers that no transportation was available and initially refused to cover the cost of a taxi to take the worker for urgent medical care.

On 14 May, Md. Azad (45) tragically lost his life while working in the loading group at Arefin Enterprise during the dismantling of the vessel LEAN (IMO 9180231), owned by South Korea's SK Shipping. Just over a month later, on 24 June, another worker, Md. Jahidul (22), sustained a burn injury to his hand while performing cutting operations also at Arefin Enterprise and on the same vessel. The NGO Shipbreaking Platform has recently called for South Korean companies—including Sinokor, H-Line, SK Shipping—to stop the practice of dumping their vessels on the beaches of South Asia.

05

INDIA

On 20 May, 20-year-old Satur Bhai, from Bhara Para village in Gujarat's Bhavnagar District, fell and died while dismantling the vessel REM (IMO 9157739), owned by South Korea's SK Shipping Co. Ltd, at Plot No. 50. Without a safety harness, he was tasked with removing furniture from the ship's seventh level. Satur was employed as a begari (helper), a position typically untrained, underpaid, and unprotected. Despite growing scrutiny, dangerous and abusive practices remain the norm in Alang where ships are scrapped on tidal mudflats. And while the Hong Kong Convention (HKC) aims to regulate the industry, its weak provisions threaten to legitimise these very conditions. This latest fatality follows renewed calls on South Korea to end the dumping of end-of-life vessels on South Asian shores.

DEVELOPMENTS IN BANGLADESH

SHIPBREAKING WORKERS RALLY ON MAY DAY DEMANDING SAFETY AND FAIR WAGES

Hundreds of shipbreaking workers in Bangladesh rallied once again in the Chattogram shipbreaking area on May Day to demand safer working conditions, fair wages, and respect for their labour rights. The demonstration was organised by the Shipbreaking Workers Trade Union Forum, drawing attention to the persistent exploitation and lack of protections in the industry. *"Without raising the living standards of workers, the dream of a just and equal Bangladesh cannot be realised,"* said Tapan Dutta, labour leader and president of the Forum. Workers emphasised that the shipbreaking sector continues to operate without even the most basic safeguards for its workforce. *"May Day was born out of the struggle for humane working hours,"* said Didarul Alam Chowdhury, General Secretary of the National Workers Federation. *"Yet today, our workers are still being denied that basic right,"* he added. Under ILO Convention No. 1, the eight-hour workday is internationally recognised, yet violations remain rampant. Several speakers at the rally also condemned the failure to implement the minimum wage for shipbreaking workers announced in 2018, noting that Bangladeshi labour law requires wage revisions every five years. *"Workers are carrying the weight of an industry that thrives on their labour, yet they remain at the bottom of the economic ladder,"* said M. Jamal Uddin, Organising Secretary of the Jatiyatabadi Sramik Dal.

06

SHIPBREAKING YARDS ARE CLOSING BUT APPLICATION FOR NEW EXPANSION CONTINUE

Despite the closure of several shipbreaking yards in Chattogram, Bangladesh in recent years, new applications for shipbreaking zones continue to be submitted to the Ministry of Industries. As of 2021, there were already 150 registered yards; now approval has been granted for the development of 105 additional yards, with the stated aim of transforming them into "*environmentally friendly facilities*". These yards are meant to receive Statements of Compliance (SoC) with the HKC. Local residents are alarmed by a possible expansion, citing increased environmental pollution and further degradation of the coastal area. Data from the Department of Inspection for Factories and Establishments (DIFE) shows that Bangladesh has 248 shipbreaking yards. Yet, only 30 to 35 are presently active, according to the Bangladesh Ship Breakers and Recyclers Association (BSBRA). To note that the BSBRA has expressed opposition to the expansion of the shipbreaking area, and the association says that, from 26 June, any yard that does not hold a SoC with HKC will no longer be allowed to operate. Seven yards on the Chattogram beach currently hold such a SoC. Seven workers were killed at SN Corporation, one of the supposedly HKC compliant yards, in September last year.

SHIP RECYCLING BOARD ACTIVE AFTER 7 YEARS

The Ship Recycling Board has been established under the Ship Recycling Act 2018 with the aim of regulating, developing, and overseeing the shipbreaking sector. Nevertheless, bureaucratic delays have kept it inactive for seven years. The Board was expected to become operational in May/June 2025, offering a one-stop service for nearly 29 permits and licenses, including import clearances and cutting permissions. Board members have already visited the shipbreaking area in Chattogram and inspected seven yards. While the Board organises its operations, ship import applications remain suspended. The NGO Shipbreaking Platform urges the Ship Recycling Board to go beyond simply 'making business easier' and to prioritise the protection of people and the environment from the long-standing harm caused by the shipbreaking industry. It is already evident that having a SoC with the HKC does not ensure sustainable ship recycling operations. As it is mentioned in Bangladesh news outlet The Daily Star, "*the Hong Kong Convention disproportionately places responsibility on the Ship Recycling State rather than the flag state. This criticism is substantiated when significant stakeholders, such as cash buyers or Ship Broker Agents, are excluded from responsibility. In this context, to address both socioeconomic and environmental interests, the government must take steps to overcome the administrative, infrastructural, and environmental challenges for the application of the Convention in Bangladesh.*".

07

Furthermore, the establishing of a TSDE (Treatment, Storage, and Disposal Facility) is not yet implemented which consequently leads to ongoing environmental pollution from the industry. Prabal Barua, a researcher who has studied the environmental impact of shipbreaking for years, told The Daily Star that waste from shipbreaking yards often seeps into the Bay of Bengal, contaminating marine ecosystems and threatening biodiversity. He further noted that air quality in nearby regions is deteriorating due to the burning of cables, oil residues, and insulation materials, which release carcinogenic substances into the atmosphere. *“Marine life is under threat,” Barua emphasised, “as oil spills and paint residues disrupt breeding cycles in the Bay of Bengal, ultimately affecting fishing communities by reducing production.”*

DEVELOPMENTS IN INDIA

MAHARASHTRA APPROVES SHIPBUILDING AND RECYCLING POLICY

The state of Maharashtra became the first state to approve a shipbuilding and recycling policy. The Minister of Ports and Fisheries, Nitesh Rane, said that *“while Alang in Gujarat has been the hub for ship-breaking activities, the Mahayuti government wanted to attract the business to Maharashtra and ensure that the state accounted for around a third of the ships broken down and recycled in the country.”* To note that Maharashtra’s policy is in line with the Union government’s Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047. The Maritime India Vision 2030 outlines key initiatives for the development of India's maritime sector, including the establishment of floating dry docks for ship repair. Additionally, it envisions converting all existing shipyards, including shipbreaking yards, into dry docks. Indeed ships are constructed, repaired and maintained in dry docks, and could also be used for ship recycling, promoting a more integrated and sustainable shipbuilding and dismantling ecosystem.

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DEVELOPMENTS IN PAKISTAN

BALUCHISTAN TO INTRODUCE A SHIPBREAKING LAW

The Baluchistan Development Authority (BDA) will introduce a shipbreaking legislation soon and requests the federal government of Pakistan to declare Gadani's shipbreaking as an official industry. The federal government has already approved a Rs. 12 billion project to transform the Gadani yard into a model facility. This includes the development of road infrastructure, a 30-bed hospital, a fire station, a rescue centre, a one-window investor facilitation centre, and a dedicated water supply project. In addition, work is underway to establish treatment and storage units for hazardous waste generated from ship recycling operations. 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.

09

THE HONG KONG CONVENTION: WHEN BUSINESS INTERESTS SURPASS SOCIAL AND ENVIRONMENTAL RESPONSIBILITY

“Let us recall that we are the organisations that first brought this issue to the attention of the world—who first shone a spotlight on the horrific practices taking place on the beaches of South Asia more than a decade ago. Practices that the shipping industry was all too content to ignore. We are the ones who refused to let this industry, or governments, turn a blind eye. We took this fight to the halls of the United Nations, to the Basel Convention, and to the ILO—because it was never just a crisis of ships. It was a crisis of waste management. A crisis of labour exploitation. A crisis of accountability from ship owners willing to sacrifice human lives and ecosystems in pursuit of profit.”



Rizwana Hasan, former Director of Bangladesh Environmental Lawyers Association at the IMO's Diplomatic Conference in Hong Kong, 2009

Fifteen years later, Rizwana Hasan's words could be spoken again today, almost unchanged. Adopted in May 2009, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC) was initially hailed as a milestone by the shipping industry. It was supposed to respond to growing concerns over safety, health, environmental protection, and workers' welfare in the ship recycling sector. The NGO Shipbreaking Platform actively participated in the International Maritime Organisation (IMO) negotiations for the HKC, and warned that the Convention's standards were being diluted under industry pressure. Civil society groups called out the Convention's lack of environmental ambition, its failure to include effective hazardous waste controls, and its silence on worker protection. These warnings, ignored at the time, are now being borne out as the Convention enters into force without addressing the core failures of the shipbreaking practices. When the world called for bold action to end environmental injustice and the exploitation of workers in shipbreaking yards, what it got in return was not transformation, but paperwork that greenwashes a broken system, a rubberstamping of the dangerous and polluting scrapping of ships on tidal beaches.

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“

Despite years of negotiation, what has entered into force is a legal framework that accepts the status quo, rather than challenging it. Talk of upgrading the HKC may offer a diplomatic face-saving mechanism, but the reality is that the Convention was designed to accommodate industry interests, not to transform them. For ship recycling to become genuinely safe and sustainable, governments must continue to apply and enforce the Basel Convention—and reject the notion that the HKC, in its current form, offers a credible alternative.

”



Ingvild Jenssen, Executive Director and Founder of the NGO Shipbreaking Platform.

THE CONVENTION

Now, after its adoption sixteen years ago, the Convention has entered into force on 26 June 2025. Yet, key questions remain: What will change, and who stands to benefit? Despite its initial promise, the HKC suffers from significant shortcomings that undermine its ability to deliver a roadmap towards sustainable, ethical, and environmentally sound ship recycling practices. Key weaknesses include:

1. Weak Enforcement and Oversight Mechanisms

- Enforcement of the HKC is controlled by flag and recycling states, yet, at end-of-life these are currently countries with poor human rights records on the one hand and weak enforcement of international maritime law on the other – typical Flags of Convenience such as, among others, Comoros, St. Kitts and Nevis and Palau.
- Oversight by an independent, certified international body, is lacking, which allows substandard practices to persist.
- Oversight remains focused on technical checklists, with minimal regard for labour rights, waste management infrastructure, and environmental justice and social equity, including just transition.
- The HKC enables regulatory evasion, as ship owners can reflag vessels to escape the rules, thus eroding the Convention's very intent.

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2.Environmental Weaknesses

- The HKC legitimises beaching on tidal mudflats, a method of shipbreaking that is incompatible with basic principles of safe and environmentally sound management. This method exposes workers to life-threatening risks and allows hazardous materials to contaminate fragile coastal ecosystems and food chains.
- It neither introduces incentives for safe and environmentally sound ship recycling and the use of best available practices.
- The HKC fails to align with the Basel Convention by permitting the export of toxic ships to developing countries—a clear form of waste dumping that can be considered toxic colonialism. The export of hazardous waste, including ships laden with toxic paints, asbestos, and residue oils, to countries without proper infrastructure to contain and safely dispose hazardous materials contravenes the Basel Convention on the Control of the Transboundary Movements of Hazardous Waste and their Disposal.
- Does not set requirements for downstream waste management and thus provides no accountability for toxic waste, allowing ship owners to outsource the risks of dismantling and managing the many hazardous materials embedded in ships to some of the world's most precarious labour markets.
- Relies instead on national regulations for downstream waste management, placing the burden on countries that lack appropriate facilities, effective enforcement and continue to permit the sale of hazardous materials, such as asbestos, on secondary markets.

3. Labour Rights Left Behind

- No robust safeguards for working conditions or protections for the heavily informal workforce. While accidents occur in every industry, the argument used by the industry that “*accidents happen everywhere*” cannot be used to legitimise the unacceptable conditions in which these accidents take place.
- Ignores international labour standards, particularly for workers handling hazardous waste.
- Does not address union suppression, lack of collective bargaining, or poor workplace safety, including monitoring of occupational diseases.

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The UN Special Rapporteur on Toxics and Human Rights and civil society groups globally already called out the HKC for its weak environmental standards and its silence on worker protection when the Convention was adopted in 2009. Since then, more than 100 beaching yards in India and Bangladesh have claimed that they operate in compliance with the HKC and have received so-called Hong Kong Convention Statements of Compliance (HKC SoC) from well-known classification societies. It says much about the low standard set by the IMO that facilities operating on a beach without infrastructure to contain pollutants, with no adequate hospitals in the close vicinity, no capacity to safely dispose of hazardous materials and no track record of monitoring the health of their workers, supposedly fulfil the requirements of the HKC. Poor safety standards at these yards have caused numerous deaths and injuries - last year an explosion killed seven workers at a facility in Bangladesh that had obtained a SoC with the HKC from Japanese classification society Class NK.

Furthermore, just weeks before the HKC entered into force, another shipbreaking worker died in Alang at a facility that claims to already be compliant with the HKC's standards. Despite growing scrutiny, dangerous and abusive practices remain the norm in Alang where ships are still scrapped on tidal mudflats. And while the HKC aims claims to regulate the industry, its weak provisions instead threaten to legitimise these very conditions.

In Gadani, Pakistan, no yards have received a HKC SoC. As Pakistan stands at a pivotal moment—with the upcoming approval of a Shipbreaking Law and the formalisation of the industry—we strongly urge the country to ensure the development of a sustainable ship recycling sector by choosing to move the industry OFF THE BEACH.

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THEREALITY ON THE GROUND: THE CASE OF BANGLADESH

In Bangladesh, and according to Bangladesh Ship Breakers & Recyclers Association (BSBRA), seven ship recycling yards have already received SoCs with the HKC. Six of these yards are publicly known as PHP Ship Breaking & Recycling Industries, S.N. Corporation Unit 2, K.R. Ship Recycling, Kabir Ship Recycling, MAK Corporation and Arab Ship Breaking & Recycling. Despite having received the certification, ground realities raise questions about the effectiveness of the standards set by the HKC. A recent consultation entitled "Advancing a Just Transition in the Shipbreaking Sector of Bangladesh" was held in Chattogram, organised by Platform member organisation Occupational Safety, Health and Environment Foundation (OSHE) in partnership with the Just Transition Centre. The meeting brought together 16 participants from 8 shipbreaking yards, including yard-level workers' representatives, trade union organisers, OSHE rights activists, accident survivors, and local federation leaders. As part of the consultation, interviews were conducted with workers employed at some of the yards which the industry calls "green yards" (holding HKC SoC) in Chattogram. Of the 8 yards represented at the meeting, four were HKC-certified.



The public consultation revealed ongoing challenges, as indicated in the table below, related to worker's safety, environmental practices, and labour rights, highlighting a gap between compliance on paper and the lived experiences of workers on the ground.

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Employment and Job Security	- Exclusion of previously employed workers without access to retraining. - A growing climate of uncertainty and instability among existing workers.
Safety Measures and Behavioural Gaps	- Discomfort or impracticality of personal protective equipment (PPE) during strenuous tasks. - Lack of awareness and training on PPE usage. - Poor enforcement by supervisors. - Cultural normalisation of risk-taking behaviour. - Fear of reprimand if tasks are delayed due to safety compliance. - Safety is often staged during inspections: <i>"We wear gloves only when visitors come. Otherwise, we are told to finish the task fast, even if it means using bare hands,"</i> a young worker admitted.
Technology, Training, and Worker Alienation	- Workers following instructions without understanding the tools or machinery. <i>"They offer us new cutting machines but don't teach us how to use them. One wrong button, and you could lose your fingers,"</i> a metal cutter said. - Increased anxiety and risk of accidents due to unfamiliar systems. - A growing sense of alienation from one's own work.
Health Services: Inadequate and Superficial	- Doctors lack specialisation in occupational medicine. - Medical support is often limited to general first aid. - Long-term illnesses are dismissed as personal health issues. <i>"We are exposed to chemicals and dust every day. But no one ever tests us. And we are not even told what we are breathing in,"</i> said one participant. - Workers are sent home without proper referrals or compensation.

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Educational gaps in Management	- Workers noted that while many mid-level managers are university-educated, they lack specific knowledge about shipbreaking operations, environmental hazards, and labour dynamics. - Poor communication between management and workers. - Inappropriate decision-making in matters of safety and workflow. - Minimal empathy or understanding of workers' realities. - A disconnect between policy and practical implementation at the yard level.
Staging and Misrepresentation During Official Visits	- A recurring concern was the artificial presentation of compliance during visits by government delegations, certification bodies, or international observers. <i>"Only trusted workers are allowed to speak during inspections. If someone speaks honestly, they lose their job the next day"</i>, one worker reported. - Temporary clean-up of hazardous zones. - Mandated PPE usage only during inspections. - Restricted movement of inspectors. - Prohibition of interaction between workers and observers.
Freedom of Association Under Threat	- Union activity is actively discouraged. - Workers attempting to form or join unions are often subjected to surveillance, intimidation, and abrupt termination. <i>"There is no space for a real union unless you are part of the owner's network or political system."</i>, said a participant. - Several senior workers recalled attempts to organise unions prior to 2012, which were met with violent suppression by yard owners, local authorities, and politically motivated groups, and were concerned that the conditions had not improved. Token unions, backed by management or political elites, exist in name only—providing no real representation or protection.

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Conclusions

While the HKC includes some positive elements, such as the introduction of an Inventory of Hazardous Materials (IHM), these features remain insufficient without standards that ensure safe and environmentally sound ship recycling operations, effective enforcement and broader applicability. Alignment with higher international standards namely the standards already set by the European Union Ship recycling Regulation, would provide a first step to improving the HKC so that it can achieve its objective to “enhance ship safety, protection of human health and the environment throughout a ship’s operating life”. The entry into force of the HKC does not, in itself, mark progress toward sustainable ship recycling. Instead, it risks granting international legitimacy to exploitative and polluting practices, while protecting powerful economic interests from accountability. Critically, the HKC fails to mandate binding labour standards, independent verification mechanisms, and a clear transition away from beaching and informal labour models. Rather than correcting industry failures, it risks entrenching them. The Platform is particularly concerned that the HKC is being promoted as a replacement for more robust and established legal frameworks - most notably the Basel Convention and its Ban Amendment. These instruments remain the only effective legal barriers against the export of toxic ships to countries lacking the capacity to safely manage hazardous waste. Any attempt to sideline the Basel Convention in favour of the weaker HKC would represent a serious regression in global environmental governance, and a betrayal of the communities who have borne the human and ecological cost of this industry for decades. There is no justification for allowing another decade of preventable deaths, environmental injustice, and irreversible pollution.

“The entry-into-force of the flawed Hong Kong Convention is not a time for celebration, but it will allow for the reopening of the text. We will be calling for changes so that it meets expectations of environmental justice, labour rights and circular economy objectives, and call on especially the European Union and responsible ship owners to help us ensure that the shipping sector does not get away with greenwashing the current deplorable practices that would never be allowed in their home countries.”



Ingild Jenssen, Executive Director and Founder of the NGO Shipbreaking Platform.

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DOCUMENTARIES

9 June 2025

SBS News Australia

[Ships of death: This notorious industry is about to change, but is it greenwashing?](#)

The SBS Dateline reportage explores the dangerous reality of shipbreaking yards in Chattogram, Bangladesh, where workers dismantle end-of-life ships under hazardous and exploitative conditions. Despite claims of reform through so-called "*green yards*", unsafe practices like beaching, lack of protective equipment, and toxic exposure persist. Workers report intimidation, lack of training, and staged safety measures during inspections. The report highlights the gap between international promises of safer, greener ship recycling and the on-the-ground reality, revealing a system that continues to prioritise profit over human and environmental safety.

18 June 2025

AFP News

[New rules may not change dirty and deadly ship recycling business](#)

The AFP News reportage highlights the hazardous conditions faced by workers in Bangladesh's shipbreaking yards, where low wages and deadly accidents are common. Although the HKC aims to improve safety and environmental standards, NGOs and union leaders argue that promised reforms are superficial, with little real progress on worker protection or fair wages.

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 474 deaths and 520 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**



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