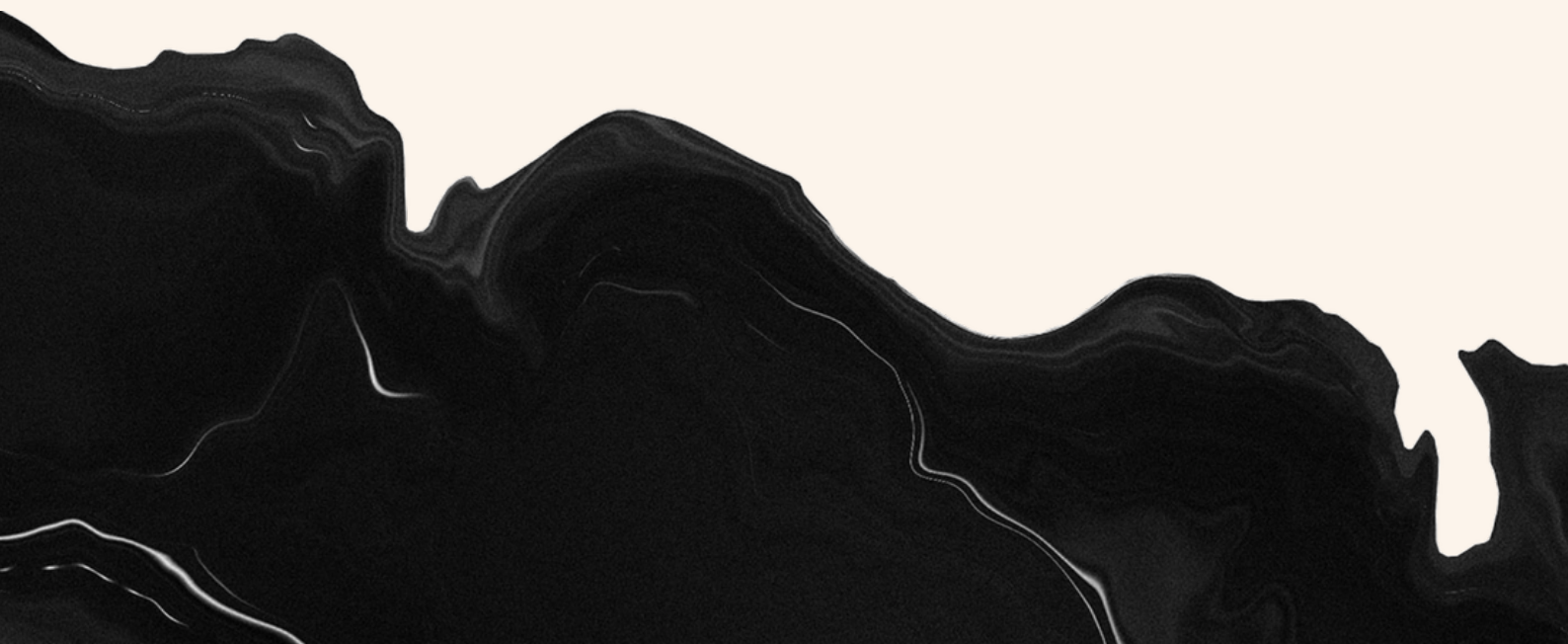




NGO
SHIPBREAKING
PLATFORM

SHIPBREAKING QUARTERLY UPDATE

#2



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 2026
SQU#2

In this quarterly publication, we share important updates on global developments in ship recycling. It offers an overview of accidents, particularly those occurring on the beaches of South Asia, namely in Bangladesh, India, and Pakistan, alongside relevant media coverage, and recent research and relevant readings. Our goal is to raise public awareness of the many harmful impacts of shipbreaking, highlighting efforts to strengthen the protection of workers' rights and the environment, as well as showcasing innovation and environmentally sound ship recycling practices.

AT LEAST

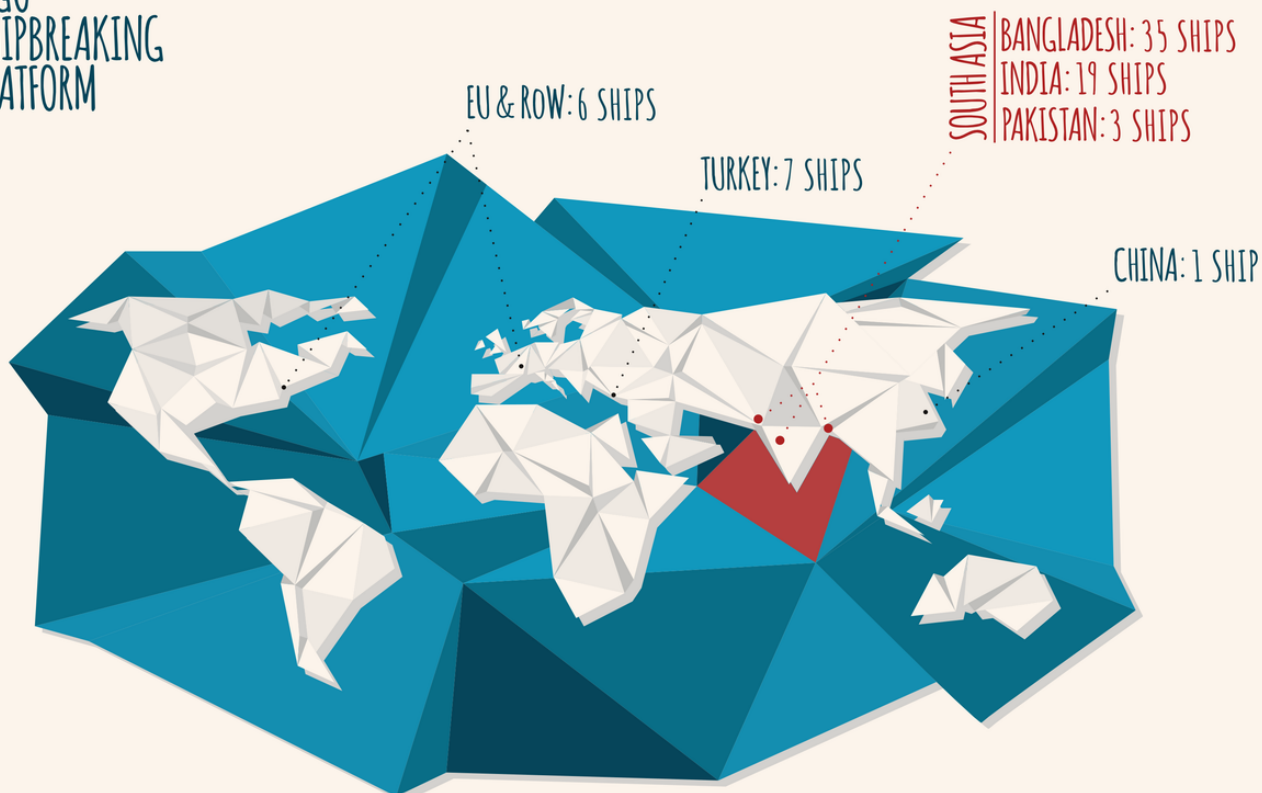
4

*workers suffered an accident
while scrapping ships
worldwide*



03

SHIPBREAKING RECORDS



TOTAL
71 SHIPS DISMANTLED WORLDWIDE
APRIL - JUNE 2026



ON THE BEACH

OFF THE BEACH

04

CASES AND INVESTIGATIONS

FOLLOW-UP ON THE CERES CASE IN PAKISTAN

Regarding the attempted import of the sanctioned “dark fleet” vessel VLCC CERES I (IMO 9229439) for dismantling at Gadani, Pakistan, and following intervention by the NGO Shipbreaking Platform members in Pakistan, relevant authorities did not grant permission to proceed with beaching operations at Gadani shipbreaking yard. The vessel has been instructed to leave Pakistani waters and has been sent back to its point of origin/previous port of call. The CERES I is no longer anchored at Karachi Port.

ACCIDENTS

The NGO Shipbreaking Platform collects data on accidents in ship recycling yards worldwide. In Turkey and South Asia, accidents are reported based on local sources and media reports. In South Asia, as the sector suffers from a serious lack of transparency and lack of published official data, many incidents likely go unreported, particularly in Bangladesh, India and Pakistan, where authorities and industry do not publish data. Moreover, the absence of data on occupational diseases, both in South Asia and in Turkey, including cancer, further exacerbates the lack of accountability as workers are exposed to toxics unknowingly daily.

BANGLADESH

On 12 April, Md. Sogib (33) lost his life due to an electric shock at N.B. Steel yard, operated by KR Ship Recycling Yard. Later, on 28 April, Md. Rakib (42), a fitter foreman, suffered severe injuries to his chest, neck and head while dismantling a giant gang stair again at HKC compliant yard - Janata Steel. It is reported by IndustriALL that Md. Rakib returned to work after just five days. In IndustriALL’s press release, the organisation also recognises the systemic failures existent in Hong Kong Convention compliant yards in Bangladesh, highlighting whether workers can take adequate time off without fear of repercussions.

05

On 10 May, Md. Mostak (30), a fitter man working inside the ship, injured his leg while carrying an iron plate at Arab Steel.

According to IndustriALL, 17 workers have already been injured this year in the shipbreaking industry in Bangladesh. Furthermore, a half-yearly report released by the Bangladesh Institute of Labour Studies (BILS) recorded 28 accidents in the shipbreaking industry between January and June 2026 causing the death of three workers and leaving 25 injured.

TURKEY

On 24 April, Galip Avcı (65) lost his life died after being crushed beneath a piece of metal he was cutting during dismantling operations at the shipyard Sök Denizcilik in Aliğa, one of the Turkish yards included in the European list of ship recycling facilities. This was already the fourth fatal accident in Aliğa in six months. Workers at the ship recycling yards have expressed their dissatisfaction on the lack of inspections and inadequate safety measures.

“Workplace deaths at the Aliğa ship recycling yard are no longer exceptions; they have become a recurring reality. In the last six months, Halil İbrahim Uz, Hasan Aktepe, Salih Ataman, and Galip Avcı have lost their lives in workplace fatalities. Necessary occupational safety measures are not being taken, and inspections are either not carried out or remain merely symbolic. Workers employed in heavy and hazardous jobs are made to work without adequate equipment and safety conditions.

”

Labour Party's Aliğa District Branch (EMEP)

06

DEVELOPMENTS AROUND THE GLOBE

BANGLADESH

SERIOUS SAFETY RISKS PERSIST IN BANGLADESHI SHIPBREAKING YARDS DESPITE HONG KONG CONVENTION

Labour leaders in Bangladesh say that conditions on the ground remain “largely unchanged despite international commitments”. At a meeting of the Shipbreaking Workers' Safety Committee on 4 May, participants highlighted the continued lack of adequate safety measures, proper training, and environmental compliance. They noted that occupational diseases and environmental pollution remain major concerns with workers operating daily under hazardous conditions and facing risks from workplace accidents, fires and exposure to toxic gases. According to workers' association and IndustriALL, at least three workers have lost their lives and seventeen have been injured, underscoring what they describe as “alarming trend”.

INDIA

NEW INCENTIVE SCHEMES FOR SHIPBUILDING AND SHIP RECYCLING

India's latest maritime policy package links ship recycling and shipbuilding through a circular incentive system. At the centre of the reform is a new mechanism called the Shipbreaking Credit Note (SCN), introduced under the broader Shipbuilding Financial Assistance Scheme (SBFAS). If a vessel is recycled at an approved Indian shipyard, the owner receives a credit worth about 40% of the ship's scrap value, which can then be used to reduce the cost of building a new vessel in India. The SCN is tradable, valid for three years, and redeemable only for new ships built at Indian yards, effectively tying recycling activity directly to domestic shipbuilding demand. Eligibility is restricted to ships dismantled at certified, environmentally compliant facilities under specific regulatory conditions, including approvals after a set cutoff date. The scheme is part of a wider government effort to expand India's shipbuilding capacity, improve competitiveness, and formalize a circular maritime economy by linking end-of-life vessel recycling with new construction.

07

PRIYA BLUE JOINS ARAB SHIPBUILDING AND REPAIR IN BAHRAIN

Indian ship recycling company, Priya Blue Group, has partnered with Arab Shipbuilding and Repair (ASRY) to develop the “Middle East’s biggest ship recycling yard”. The project aligns with ASRY facilities “off the beach”, using dry dock, slipway and alongside methods, to handle vessels up to Ultra-Large Crude Carriers, rigs and offshore structures directly onto berth. We strongly encourage Priya Blue to further expand beyond beaching-based operations in India and embrace advanced, pollution-controlled and contained recycling infrastructure that is truly environmentally sound.

MASSIVE OIL SPILL AT PRIYA BLUE SHIPBREAKING YARD IN ALANG RAISES CONCERNS OVER HONG KONG CONVENTION CERTIFICATION: NGOS CALL FOR A GLOBAL BAN ON BEACHING

On 13 June, a massive oil spill occurred at Priya Blue’s shipbreaking yard plot V1/V2 in Alang-Sosiya, Gujarat, India, raising serious concerns over safety and environmental standards at one of the country’s most heavily promoted shipbreaking facilities. According to Priya Blue, an “extremely high tide wave” destabilised the LNG vessel SOHAR (IMO 9210816) which had been beached at their plot only a few days earlier. The vessel then supposedly crashed into the floating crane barge stationed at the yard, reportedly causing severe damage to the SOHAR’s forward fuel tank and releasing large amounts of heavy fuel oil into the sea. Footage obtained by the NGO Shipbreaking Platform shows workers sent to clean up the oil spill without protective clothing, equipment, and standing barefoot in oil. Satellite imagery from 14 June shows the oil having spread far beyond Priya Blue’s plot, clearly indicating that it was impossible to contain the spill within the yard area due to the tidal flows that characterize the beaching method. Local media reports on the environmental disaster and testimonies from affected communities also point to major discrepancies in Priya Blue’s account. The company’s report – which only includes pictures from several days after the incident and no pictures of the impact on the SOHAR – appears to downplay the scale and spread of pollution, while independent documentation shows contamination far beyond the immediate area of the yard. Oil was reported washing ashore along a large stretch of the coastline, including fishing village Mithi Viridi, around 10 kilometres from Priya Blue, directly contradicting any suggestion that the spill remained contained close to the facility.

08

“ A Hong Kong Convention certificate is not proof that a yard is preventing harm across the full chain of dismantling and disposal. Not a single yard in Alang-Sosiya would be allowed to clone its activities on a beach in the EU. That's why the beaching method must never be rubberstamped by the EU. The method is already banned in all large ship-owning countries - it's high time that the shipping industry stops defending a method they would never allow on their own shores. **”**

Ingvild Jenssen, Executive Director, NGO Shipbreaking Platform

Having informed global policy makers about the oil spill on 23 June at a UNEP Basel Convention meeting, the NGO Shipbreaking Platform calls for a ban on the beaching method, also under the IMO's Hong Kong Convention which currently is under review. Read more in the press release [here](#).

PAKISTAN

NEW SHIP RECYCLING LEGISLATION IN PAKISTAN

A new maritime legislation, the Environmentally Sound Management of Inventory of Hazardous Material on Ships Bill, 2026, has been [approved](#) to allow the implementation of the Hong Kong Convention in Pakistan. The legislation is aimed at regulating hazardous materials in ship recycling, improve environmental and workplace safety standards and strengthen sustainable shipbreaking practices requiring mandatory surveys, inspections and certification of hazardous material inventories for every ship arriving in Pakistan for recycling. Ships violating the terms of the legislation could face seizure, detention, removal from Pakistani waters and other penalties. On another note, the Minister of Maritime Affairs, Muhammad Junaid Anwar Chaudhry, has proposed the creation of a “steel corridor” connecting Karachi shipbreaking facilities with Pakistan Steel Mills (PSM), which has remained [closed](#) for decades due to gas shortage.

09

TURKEY

NGOs URGE THE EU TO PUT A STOP TO THE DOUBLE STANDARDS IN THE SHIPBREAKING SECTOR

As the European Commission is currently working on reviewing technical guidance for third-country shipbreaking facilities, the NGO Shipbreaking Platform, EUROFER and Recycling Europe called for a clear ban of beaching and landing methods and the guarantee of a real level playing field for the ship recycling sector, suggesting specific improvements for ship recyclers in the EU and in third countries, reiterating the call to remove Turkish facilities from the EU List until necessary improvements are properly implemented. The current situation not only puts the environment and workers' health at risk but also undermines the very objective of the List to act as the role model for best practices for the ship recycling sector. Lack of proper environmental permitting and monitoring framework in the country's shipbreaking sector cannot be ignored by EU decision-makers anymore. Read more in the press release [here](#).

“*The current situation, where permitting and monitoring frameworks differ between EU/EFTA Member States and third countries, are the reason why double standards persist in the shipbreaking sector. European waste, wastewater, emissions and pollution rules, as well as safety standards, should serve as the benchmark against which all ship recycling facilities in third countries are assessed, in order to ensure that no EU-flagged vessel is dismantled in substandard yards.*

”

Ingvild Jenssen, Executive Director, NGO Shipbreaking Platform

TURKISH MINISTRIES PUBLISH A NEW REGULATION ON SHIP RECYCLING

The Turkish government has prepared a new regulation governing the authorization, operation, inspection and enforcement of ship recycling facilities under the framework of the Hong Kong Convention. The main provisions in this regulation include:

- Each ship recycling facility will have to prepare a Ship Recycling Plan which will need the approval of the Turkish ministries;
- Facilities will have to carry annually monitoring of sea water, sediment, and biota to assess the environmental impact and submit the results to the Ministry of Environment, Urbanisation and Climate Change;

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- Facilities must have entry and exit recording systems for employees, vehicles and visitors;
- Equipment used at the yard must be regularly inspected by inspectors authorized by Turkish Accreditation Agency;
- Administrative penalties (100.000-500.000 lira) for non-compliance are introduced;
- Administrative penalties will be issued to unauthorised facilities.

The Turkey Ship Recycling Monitoring Coordination, a coalition of Turkish civil society organisations and professional chambers criticised the revised Environmental Impact Assessment (EIA) application for ship recycling facilities in Aliğa, calling it inadequate and *not reflecting the reality on the ground*, and urged authorities to reject the current process until a real evaluation for the region and a proper facility-by-facility assessments are conducted.

The group stated that the revised EIA, fails to provide a real environmental assessment of ship recycling activities in Aliğa, and cannot be accepted as such. Read more in the press release [here](#).

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EUROPEAN UNION

FPSO RECYCLED IN DENMARK: AN EXAMPLE OF SUSTAINABLE SHIP RECYCLING

The floating production, storage, and offloading (FPSO) Northern Endeavour owned by the Australian government, will be recycled at Modern American Recycling Services (MARS) in Frederikshavn, Denmark. This vessel is considered to be the third-largest semi-submersible heavy transport vessel currently in operation. During the decommissioning process, Phase 1, completed in April 2025, saw the FPSO severed from its subsea lifelines. While Phase 2 will permanently seal the wells, Phase 3 encapsulates stripping the seabed of infrastructure and remediating the field, which is overseen by Australia's Department of Industry, Science, Energy, and Resources.

BRAZIL

FIRST SUSTAINABLE DISMANTLING OF A PETROBRAS PLATFORM AT RIO GRANDE DO SUL YARD IS CONCLUDED

Brazil's first sustainable offshore platform recycling project has been completed at the Rio Grande Shipyard with the dismantling of Petrobras' decommissioned Floating Production, Storage, and Offloading (FPSO) P-32 platform. Acquired by the steel company Gerdau in 2023 under Petrobras' new sustainable decommissioning model, the platform's dismantling marked a step toward developing Brazil's domestic ship recycling industry, with more than 90% of its over 44,000-tonne structure set to be recovered and recycled as scrap steel. The next platform P-33, also acquired by Gerdau, is expected to arrive at the Rio Grande yard for recycling in July and will undergo the same dismantling and recycling process as platform P-32. The dismantling of the FPSO P-32 marks a first major step toward positioning Brazilian shipyards as offshore recycling hubs, highlighting the sector's potential to support a new domestic industry that brings together heavy engineering, complex logistics, industrial dismantling, and offshore recycling.

PETROBRAS ENTERS A NEW PHASE ON THE OFFSHORE INDUSTRY

According to Petrobras, the Brazilian company plans to decommission 23 offshore platforms by 2028, comprising 9 fixed and 14 floating units, creating a significant scope of work for Brazil's domestic offshore and shipbuilding industries. The broader decommissioning programme includes more than 40 platforms awaiting retirement beyond 2028, with Petrobras forecasting investments of around US\$9.9 billion in decommissioning activities by 2029.

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READINGS AND INTERVIEWS

“Beaching isn’t the answer to the recycling wave about to crash ashore”

Captain Uday Yellapurkar, chairman of the Dutch-based cash buyer Elegant Exit Company

10 April 2026

In a comprehensive opinion [article](#), Captain Uday argues that beaching is not a viable long-term solution for ship recycling. He challenges the claim that beaching must continue because non-beaching recycling capacity remains limited, noting that shipping has never addressed structural shortages by reverting to outdated practices once safer and more sustainable alternatives became available. Uday argues that the industry's focus should be on accelerating investment in sustainable recycling capacity rather than preserving substandard practices. He also questions why advanced maritime economies do not permit beaching in their countries, asking: “Would coastal communities in northern Europe welcome intertidal dismantling operations outside their homes?”. According to Uday, this highlights the gap between global recycling practices and the environmental and social standards expected in developed maritime nations. The article further notes that end-of-life vessel decisions are facing unprecedented scrutiny from charterers, financiers, cargo owners and ESG-focused investors. At the same time, steelmakers are increasingly seeking traceable and auditable scrap that supports decarbonisation strategies and circular-economy objectives. Furthermore, Uday argues that Bimco’s warning about future recycling demand should not be viewed as a defence of the status quo, but rather as a call for the industry to accelerate investment and industrial mobilisation to develop modern, sustainable ship recycling capacity.

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Ship Recycling Governance: Moving beyond the false Basel-HKC dichotomy

Dr. Ishtiaque Ahmed, Professor and Chair of the Department of Law at
North South University, Bangladesh
22 June 2026

The latest [article](#) by Dr. Ishtiaque Ahmed presents arguments as a response to a recent [BIMCO article](#). The author states that framing ship recycling governance as a choice between the Basel Convention (BC) and the Hong Kong Convention (HKC) is a false and counterproductive debate. Rather than being competing regimes, the two conventions should be viewed as complementary. Dr. Ahmed argues that the two conventions govern different issues: BC focuses on hazardous waste management, while the HKC specifically regulates ships and their recycling. The author further highlights that difficulties in applying a convention does not make it inapplicable. He adds that “Failure of implementation should not be confused with failure of law.”, and that the problem is methodological. Dr. Ishtiaque points out that the BC refers to concepts such as environmentally sound management, sustainable development, due diligence, best available techniques and equivalent protection but does not set specific standards for these concepts. The article concludes that the industry should move beyond legal and political disputes over BC versus HKC, and that governments, international institutions and industry should focus on clear questions:

- How should environmentally sound management be measured?
- How should equivalence be assessed?
- What level of downstream infrastructure is sufficient?
- How should sustainable development and common but differentiated responsibilities influence compliance assessments?

Dr. Ishtiaque Ahmed concludes:

For years, the debate has focused on whether Basel applies to ships. That question has largely been answered. The Basel Convention applies. The HKC applies. The real challenge is operational rather than doctrinal. How should environmentally sound management be measured? How should equivalence be assessed? What level of downstream infrastructure is sufficient? How should sustainable development and common but differentiated responsibilities influence compliance assessments? These are the questions that deserve the attention of governments, international organizations and industry.

OUR REPORTS

NGO Shipbreaking Platform

Scrap steel at sea: How ship recycling can help decarbonise European steel production?(2025)

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 **489** deaths and **587** 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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