NGO SHIPBREAKING PLATFORM

ANNUAL REPORT 2014

Pictures: NGO Shipbreaking Platform 2014/Bart Van Eijden 2013

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ABOUT US

The NGO Shipbreaking Platform is a coalition of environmental, human rights and labour rights organisations working together to promote safe and environmentally sound ship recycling. The Platform was created in September 2005 after the few NGOs working on shipbreaking noticed that a broader base of support, both geographically and in orientation, was needed to challenge the political clout of the global shipping industry. Due to increased political momentum, in part generated by the Platform itself, the coalition quickly evolved from being a European Platform to a global one, including NGOs based in the largest shipbreaking countries, India, Bangladesh, and Pakistan. It is now present with 19 member organisations in 10 countries. The Platform is recognised by United Nations agencies and the European Union as the pre-eminent international civil society advocacy organisation on shipbreaking.

OUR MISSION

The NGO Shipbreaking Platform works to prevent the environmental, human and labour rights abuses of irresponsible shipbreaking practices and to ensure safe and environmentally sound recycling of end-of-life vessels world-wide, by:

- promoting regulation and action at national, regional and international levels;
- cooperating with progressive industry stakeholders on developing a standard for best practice ship recycling;
- advocating for clean shipbuilding; and
- strengthening the role of civil society in guaranteeing safe and environmentally sound shipbreaking.

FIND US ONLINE

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ABOUT THE REPORT
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EDITORIAL

More than 1,000 large commercial vessels were dismantled in 2014 around the world - bulkers, cargo and container ships, tankers and passenger ships. Most of these ships were owned by companies based in Europe – such as Greece, Germany or Norway – or in the East Asian shipping hubs, first and foremost China, South Korea, Japan and Singapore. In terms of tonnage, 74% of the old vessels were dismantled in the shipbreaking yards on the beaches in South Asia. Only a few ship-owning companies made a conscious choice to sell to a modern ship recycling facility, to voluntarily set themselves high standards for clean and safe recycling, and to monitor the recycling process until the end to ensure that their ship was dismantled properly.

Ship owners sell vessels due to the overcapacity of commercial ships around the world and unprofitable market conditions for certain types of vessels. They mostly look for the highest price without considering the negative impacts for workers, local communities, and the environment. Asking the maximum price means selling the ship to substandard yards on the South Asian subcontinent. Clean and safe recycling involves higher costs for infrastructure investments, hazardous waste removal and disposal, as well as measures for environmental protection and workers' health and safety. Sadly, most ship owners are not yet willing to take account of these costs.

Hazardous wastes in the end-of-life vessels are not properly removed and disposed of in the shipbreaking countries: large quantities are still dumped without the necessary precautions or are even resold. The shipbreaking industry in Bangladesh and Pakistan does not have any hazardous waste management system, that is, there is no landfill for the safe disposal of asbestos or treatment facilities for materials containing heavy metals or waste oils. In India, asbestos-containing materials can be re-sold and none of the three countries have a PCB destruction facility.

Breaking ships on beaches is neither safe nor environmentally sound. The primary cutting of the vessels takes place on mudflats in the intertidal zone without the possibility to control leakages and to dredge contaminated sediments. Pollutants are washed out by the tides. Moreover, the ships are broken down manually by a workforce that is still not adequately protected from exposure to toxic fumes and dusts. The workers do not wear safety harnesses and risk falling from great heights – many of them use rope ladders to climb the ships. Due to the impracticality of using heavy cranes and lifting equipment next to the ship, beaching entails the use of gravity to remove huge steel parts which regularly causes severe injuries and fatal accidents. The beached ships are furthermore not directly accessible to firefighters and medical teams in the event of accidents, fires and explosions. Workers trapped in tanks can suffocate to death as nobody can rescue them on time.

The current beaching practice is prohibited in the ship-owning countries in Europe, North America and East Asia where stricter environmental laws as well as health and safety provisions are in place and enforced. That being said, not all of the remaining 26% of the global tonnage was dismantled using best practice procedures and performance standards in ship recycling facilities in other parts of the world, mainly in China and Turkey. Advanced methods of ship recycling such as pier-side demolition or landing ships on impermeable and drained slipways have the potential to be cleaner and safer. Nevertheless, ship recycling remains a hazardous industry and requires the highest safety standards for workers and the environment to be enforced everywhere.

After the new EU Ship Recycling Regulation entered into force in December 2013, the year 2014 was marked by a vivid debate amongst policy makers, ship owners and their associations, NGOs and ship recycling experts on the right standards for clean and safe operations. The European Commission organised stakeholder consultations on its FAQ to the Ship Recycling Regulation, its interpretation of the Regulation. The Platform welcomed that the Commission's representatives kept a clear stance: current substandard practices in South Asia will not be acceptable for European end-of-life ships and every ship recycling facility will be scrutinised, certified and audited in order to be listed by the Commission. Moreover, the Commission has expressed its intention to make sure that breaches of the new Ship Recycling Regulation will fall under the EU Environmental Crimes Directive, that is, severe breaches have to be sanctioned under criminal law by Member States.

This debate has finally sparked more interest within the ship owners' associations throughout, which now deal actively with the issue to find solutions. Several associations will recommend to their members, the ship owners, to use the Commission's list of compliant ship recycling facility as a reference – which means going beyond legal obligations. The EU Ship Recycling Regulation is setting the standard for clean and safe ship recycling, inside and outside Europe: it is the first standard to be backed by states, enforced by authorities and certified by independent third parties with adequate qualifications. Leading shipping companies declared their commitment not to use substandard facilities anymore in 2014. Amongst those now seeking clean and safe recycling are Teekay Corporation from Norway and Hapag-Lloyd from Germany, which has already sold several end-of-life vessels to modern yards off the beach. These industry leaders will play a pivotal role for lasting change. The Platform will maintain its dialogue with progressive ship owners and will continue naming and shaming companies that opt for beach breaking.

The NGO Shipbreaking Platform and its members are convinced that the beneficial owner of a ship needs to be held responsible for environmentally sound and safe recycling. Together with our members from all around the globe, we will continue our struggle to prevent the human rights abuses and environmental injustice caused when toxic end-of-life vessels are dumped without proper precautions and when workers are injured or sickened.

Patrizia Heidegger
Executive Director, NGO Shipbreaking Platform

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1. ADVOCATING FOR SAFER AND CLEANER SHIP RECYCLING WORLDWIDE

1,000 SHIPS RECYCLED EVERY YEAR

In the last years, more than 1,000 large end-of-life ships were dismantled every year and steel, which makes up about 90% of a ship's structure, was recovered. Ships usually reach the end of their operational life after 20 to 30 years of use. After the 2008 financial crisis and the consequential low freight rates, more ships have been sent to the recycling yards than ever before. The sale for demolition represents a last profit for the shipping companies when getting rid of an obsolete vessel. Other ship owners seek to rejuvenate their fleets or to adapt them to challenging market conditions – older vessels in the fleets are sent to the breaking yards.

Although ship recycling is the only environmentally-friendly way to get rid of old ships, compared to sinking or abandoning ships, the majority of end-of-life vessels are still sold to substandard facilities in India, Pakistan and Bangladesh rather than to modern ship recycling facilities. These three countries alone account for the majority of the tonnage recycled every year: in 2014, the NGO Shipbreaking Platform calculated that 74% of the global tonnage was broken in yards operating directly on tidal beaches in South Asia.

The remaining part is sold to ship recycling facilities in China, Turkey and other destinations such as the EU. These countries use more sophisticated methods for ship recycling, which can ensure better containment of pollutants, the use of heavy lifting equipment, and the proper handling of all hazardous wastes. However, ship recycling remains a hazardous industry and the performance of yards has to be scrutinized on a case-to-case basis: even the best infrastructure does not automatically avoid pollution, inadequate waste handling, accidents or health risks.

DIRE WORKING CONDITIONS

So far, none of the yards located in India, Pakistan and Bangladesh complies with international standards for safe and environmentally sound ship recycling. In all South Asian yards, the ships are beached at high tide and workers access them at low tide, cutting the structures from top to bottom with blow torches. No or insufficient protective equipment is given to the workers, and they are not adequately trained in order to work in a hazardous industry: either they just receive a three-day training or none at all. Shipbreaking is one of the world's most dangerous jobs, and accidents that permanently injure or kill workers still happen regularly. Disabled workers do not receive any support to start a new livelihood and their families are thrown back in to extreme poverty.

Although Bangladesh has banned child labour in hazardous industries, young teenagers work in many shipbreaking yards – even the night shifts. Most workers continue to lack proper protective equipment and walk around barefoot or in plastic slippers wearing nothing more to protect their bodies than a cotton lungi (wrap-around) and a t-shirt. In all three shipbreaking countries, workers are not protected from breathing in noxious fumes while cutting through the toxic paints covering the ships. Furthermore, all shipbreaking yards use the gravity method, that is, large parts of the ships are cut and crash down on the beach. This method does not only release chips of toxic paints to the sediments and their dust into their air, but is also one of the main causes of severe and fatal accidents when workers are struck by heavy steel parts. Workers can additionally contract fatal occupational diseases, such as cancer or asbestosis due to their constant exposure to toxic materials. It has been estimated that the death toll in the shipbreaking yards of South Asia in these past 30 years now runs into the thousands, despite a rather small workforce when compared to other major national industries.

THE FATAL FLAWS OF BEACHING

Shipbreaking on South Asian beaches does not allow for the containment of the obsolete ships' pollutants and leakages as the first step of cutting down the vessels always takes place in the intertidal zone. Next to asbestos, PCBs, oil residues and organic waste, ships also contain heavy metals and various kinds of plastics. Debris and paint chips are absorbed by the sediments or washed out by the tidal water. Millions of tons of hazardous wastes have already been imported to South Asian countries due to the shipbreaking industry, many of which have not been disposed of properly, but either dumped in unmarked areas or resold on the local market. Both the shipbreaking industry in Pakistan and Bangladesh are completely void of any hazardous waste management system. The Indian shipbreaking industry is allowed to re-sell asbestos-containing material, there is no destruction facility for PCBs in India, and the waste streams cannot be tracked. The pollution and the uprooting of coastal vegetation such as mangrove forests have endangered the biodiversity of the coastal areas and affected the livelihoods of fishing communities.

THE GLOBAL SHIPBREAKING CRISIS

South Asia is still the preferred dumping ground for most ship owners looking to make the highest possible profits. Out of a total of 1026 ships dismantled globally in 2014, 641 were sold to South Asian yards. The rest was recycled in facilities using more developed methods, mainly pier-side demolition, that is, the dismantling of a ship moored at a pier with the help of cranes, which is then followed by the pulling of the hull on to a slipway and cutting of the smaller pieces over impermeable floors.

Ship owners sell their ships to the beaching yards for considerably more money than what they could obtain by cooperating with modern ship recycling facilities. But, by doing so, the maritime industry externalises the real costs for proper recycling to poorer communities in South Asia. It is shameful for the industry that so many ship owners still choose to close their eyes to the realities on the ground and do not to face up to their responsibility and demand clean, safe and just ship recycling.

CALL TO ACTION

The NGO Shipbreaking Platform and its 19 member organisations call upon the United Nations, the European Union and national governments around the world, in particular the ship-owning and ship recycling countries, to set industry standards that will put an end to dangerous and polluting shipbreaking practices on tidal beaches and to promote ship recycling which is safe for workers and clean for the environment. The Platform asks responsible ship owners to adopt voluntary measures in the interim period before legislation kicks in and to follow leading ship owners by making a deliberate choice for clean and safe recycling.

IN THE PRESS

In 2014, the NGO Shipbreaking Platform and its members' work were featured in major media outlets around the world.

"The Ship-Breakers"
http://bit.ly/1h2QGQU
and a video: https://www.youtube.com/watch?v=WOmtFN1bfZ8
This video featuring an interview with the Platform's Coordinator in Bangladesh has been seen by more than 760.000 people.

"Giftiger Tankerschrott für Bangladesch"
http://bit.ly/1wuEwLl
The detailed documentary on shipbreaking in Bangladesh features the Platform's Director and the Bangladesh Coordinator as well as interviews with workers injured in the yards and child workers asked to work on night shifts.

"*The Deadly Shipbreaking Yards of Chittagong*"
http://bit.ly/1pX85iF

"Shipbreaking: "Recycling a ship is always dangerous"
A written interview with Platform director Patrizia Heidegger, and a video interview with Alamgir, a shipbreaker
http://bit.ly/1xRZAiW

"Hapag-Lloyd alters scrapping policy, citing ethics"
http://bit.ly/1p5hCZ5

Bangladesh: Breaking bodies, one ship at a time
http://bit.ly/1O32Xb9

Shipbreaker: "We shouted for help but nobody heard us."
A video interview with Ibrahim, a 15-year-old shipbreaker
http://bit.ly/1yazVik

Chittagong – the graveyard of ships
A photo gallery by Gönna Ketels
http://bit.ly/1y0JLGW

2. SHIPBREAKING IN THE WORLD IN 2014

SOUTH ASIA STILL THE FAVOURED END-OF-LIFE DESTINATION

According to the figures of the Platform, out of a total of 1026 end-of-life vessels dismantled around the world in 2014, 641 ships (62.5% of the total), ended their operational life on the beaches of India, Bangladesh and Pakistan. Globally, the proportion of beached vessels has decreased compared to 2013 in terms of number of ships. Indeed, in 2013, 645 ships had been beached in South Asia.

However, this slight decrease in number of ships is tempered by an increase in terms of tonnage dismantled: while 71% of the tonnage scrapped in 2013 ended in South Asia, this percentage went up to 74% last year in 2014. This means that in 2014 nearly as many ships ended up on the beaches of South Asia than in 2013, and that these yards buy larger ships. Thus the tonnage scrapped in South Asia has been increasing without adequate improvements in order to protect workers' health and safety and the environment. Most of the large commercial vessels such as container ships, bulkers and tankers still end up in South Asia.

TWO OUT OF 3 EUROPEAN SHIPS ARE BEACHED

285 EU-owned and/or EU-flagged vessels were dismantled worldwide in 2014. **182** of these ships were beached and 103 were dismantled elsewhere. This means that **63,8%** of the EU vessels (owned and/or flagged) dismantled last year ended up being beached in South Asia. Just as in 2013, 2 out of 3 EU ships ended up on a beach. In comparison, EU recyclers only dismantled 38 ships in 2014 (3,7% of the total).

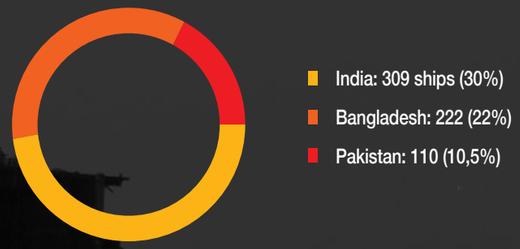
The NGO Shipbreaking Platform counted that 105 ships dismantled in 2014 were sailing under a European (or EFTA) flag. Notably, 56 of these ships were still sailing under an EU flag when they were sold to a yard based in South Asia (amongst which 21 ships were sailing under the flag of Malta).

FLAGS OF CONVENIENCE

The most popular end-of-life flags for all ships beached in 2014 were: Panama (153), St Kitts and Nevis (64), Liberia (48), Comoros (39), Tuvalu (24), Tanzania (20), St Vincent and the Grenadines (19) and Togo (17). Except for Panama and Liberia, these are typical end-of-life flags offering "last journey" packages to ship owners. St Kitts and Nevis, Comoros, Tuvalu, Tanzania, St Vincent and the Grenadines and Togo are all grey- or black-listed by the Paris Memorandum of Understanding due to their weak enforcement of international maritime law. These flags are hardly used during operational use and offer a cheap solution for the last voyages to the beaches by low registration fees, online forms and no nationality criteria: the cash buyers bringing the old vessels to South Asia do not even have to set up a post box company in these flag states in order to register the ships. This practice raises doubts whether the shipbreaking crisis can be regulated by flag state jurisdiction and the Platform calls for legal, policy and financial instruments that go beyond enforcement by these states.

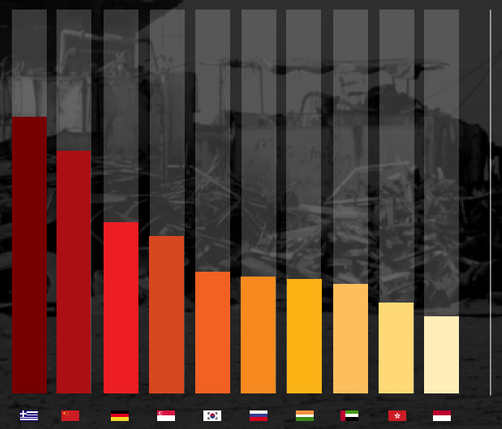
STATISTICS

62,5% OF ALL END-OF-LIFE SHIPS FROM ALL OVER THE WORLD WERE BROKEN IN SOUTH ASIA IN 2014



TOP 10 GLOBAL TOXIC SHIPS DUMPERS

1. Greece (70 ships)
2. China (60 ships)
3. Germany (41 ships)
4. Singapore (36 ships)
5. South Korea (30 ships)
6. Russia (30 ships)
7. India (29 ships)
8. United Arab Emirates (28 ships)
9. Hong Kong (26 ships)
10. Indonesia (22 ships)



3. OUR EUROPEAN CAMPAIGN

The Platform works to ensure that European policy makers find sustainable solutions to the current shipbreaking crisis that effectively hold the European shipping industry accountable.

EU REGULATES SHIP RECYCLING

Since the adoption of the new EU Ship Recycling Regulation (SRR) and its entry into force on 30 December 2013 we have essentially focused our work on three remaining elements that are left open for further development:

(1) Technical guidance in the form of Frequently Asked Questions (FAQ) on the requirements for ship recycling facilities;
(2) A financial instrument ensuring the polluter pays principle for end-of-life ships; and
(3) Amendments to the EU's Environmental Crimes Directive to include breaches of the Ship Recycling Regulation.

IN SHORT - THE EU SHIP RECYCLING REGULATION

- Covers commercially owned vessels above 500 GT
- Asks EC to establish a list of approved ship recycling facilities
- Allows EU flagged vessels to only use EU listed facilities
- Disqualifies the beaching method from being listed
- Requires an inventory of hazardous materials (IHM) from all vessels visiting European ports
- Invites EC to propose a financial mechanism by 2015
- Application earliest in 2016 / latest in 2019

We submitted comments to a Commission stakeholders' consultation on the requirements for ship recycling facilities jointly with the European Environmental Bureau, a Brussels-based umbrella organisation representing more than 160 European members. We also shared with the Commission our position paper on why the Environmental Crimes Directive needs to be amended to include breaches of the Ship Recycling Regulation. Our key demands on both issues have found echo within the Commission. The Commission is still undergoing a study on possible financial instruments that can contribute to better implementation of the Regulation and the Platform will continue to actively contribute to these discussions so that the polluter pays principle is applied to end-of-life ships.

IN SHORT - WE NEED A EUROPEAN FINANCIAL MECHANISM TO:

- ensure the internalisation of costs based on an individual ship owner scheme;
- discourage reflagging prior to dismantling;
- promote green design and pre-cleaning during the operational life of a ship;
- increase the chances for successful implementation of the new Regulation;
- and reward those ship recycling facilities that have already invested in better a practices by directing more ships to their facilities.

EUROPEAN MARITIME DAYS & FAIR OCEANS CONFERENCE: COMMON CALL FOR SUSTAINABLE MARITIME POLICIES

In May 2014, the Platform joined a broad coalition of leading environmental and labour rights organisations including Greenpeace, WWF, German-based BUND and NABU, and the International Transport Workers Federation (ITF) to call on the European Union to address the shortcomings of its Blue Growth Strategy. The NGOs denounced the strategy that encourages large-scale industrial development but fails to protect marine ecosystems and seafarers' rights. Those issues were discussed at the Fair Oceans Conference organised in Bremen, Germany, in the run-up to the European Maritime Day 2014. The Platform presented the on-going challenges regarding the shipbreaking issues and the EU's particular responsibility to introduce strict regulatory control over European ship owners.

"ENVIRONMENTAL (IN)JUSTICE IN SOUTH ASIA" EVENT

On 9 July, the Platform invited stakeholders to discuss environmental injustice in South Asia. The European Institute for Asian Studies (EIAS) in Brussels hosted the debate. Nick Meynen from the European Environmental Bureau/EJOLT and Jérôme Chaplier, coordinator of the European Coalition for Corporate Justice (ECCJ), introduced cases of environmental injustice globally and the EU's attempts to regulate European companies doing harm in other parts of the world. Rizwana Hasan, of the Bangladesh Environmental Lawyers Association, and Ingvild Jenssen, the Platform's founder and EU policy expert, illustrated environmental injustice by explaining the economics behind shipbreaking in South Asia and discussed how the new EU Ship Recycling Regulation can provide solutions for sustainable ship recycling. Ritwick Dutta, environmental lawyer from LIFE (New Delhi), completed the debate by introducing the challenges posed by the mining industry in India. Jim Puckett from the US-based Basel Action Network chaired the following panel debate on how European companies operating in developing countries have a substantial impact both on local communities and the environment and solutions to end environmental injustice.

('Pictured, left to right: Ritwick Dutta, Nick Meynen, Rizwana Hasan, Jim Puckett, Jérôme Chaplier and Ingvild Jenssen)

SUCCESSFUL GLOBAL SPIRIT CAMPAIGN

(Photo: Bart Oosterveld)

The Platform alerted the European Commission and Spanish, French, UK and Belgian authorities of the imminent illegal export of Japanese owned car-carrier "Global Spirit" to India. Belgian authorities finally arrested the ship and it was later allowed to leave the port of Antwerp on 26 June when the prior informed consent for recycling in Turkey was obtained. The case helped the Platform in raising awareness on existing European waste law and the fact that all exports of hazardous wastes from the EU to developing countries are currently strictly banned. The arrest of the "Global Spirit" also brought the problems of substandard shipbreaking to the attention of Japanese ship owners and larger public.

4. OUR CORPORATE CAMPAIGN

The Platform cooperates with progressive shipping companies, cargo owners and ship recyclers who have committed to responsible recycling practices. By naming and shaming companies that continue to dump their vessels in substandard facilities, we have prompted ship owners to develop company policies for clean and safe ship recycling and to demand the proper recycling of their end-of-life vessels in modern facilities that operate off the beach.

TEEKAY CORPORATION: LEARNING FROM MISTAKES

On 19 January, two shipbreaking workers in Bangladesh suffered severe burns on their hands and faces in a tank explosion onboard the "Aspire", an oil tanker owned by the Norwegian company Teekay Corporation. The Platform identified the owner and informed the press. The accident was consequently reported in the Norwegian media. Teekay later thanked the Platform and our Norwegian member organisation, Bellona, for revealing information about the accident, and announced that it will improve its ship recycling policy in the near future. The Shipbreaking Platform is following up on their next steps.

DUTCH BANKS AND SHIP FINANCE: SHIPBREAKING AS A HIGH RISK INVESTMENT

In November, the Platform provided an English translation of a report about Dutch banks investing in shipping, which had been published by the Dutch consultancy Profundo. The Platform had provided information about the shipping companies that were analysed by Profundo to see whether or not Dutch banks were indirectly investing in substandard shipbreaking practices. The report is a sign of growing interest for sustainable investment and the assessment of environmental and social risks for investors.

DEMONSTRATION IN HAMBURG

On 7 February 2014, the Platform's Director was invited to Hamburg by Sabine Wils, Member of the European Parliament, for a demonstration outside the German Ship Owners' Association's offices in protest of the German maritime industry's particularly bad record of shipbreaking practices. Members of the Hamburg Parliament handed in parliamentary questions regarding the shipbreaking practices of Hapag Lloyd, one of the world's leading container ships companies.

HAPAG-LLOYD IMPROVES SHIP RECYCLING POLICY

After initiating a dialogue with the Hapag-Lloyd management in Hamburg in February, Germany's largest container ship owner went public with a ship recycling policy in August 2014. The stock-listed company was the first German ship owner to declare an off-the-beach policy. The development was widely covered by German media and the international shipping press. Hapag-Lloyd has since then chosen ship recycling facilities in China and Turkey and agreed to work with external ship recycling experts who monitor and document every recycling process. The Platform has welcomed this decision and will continue to campaign for other German ship owners to follow Hapag Lloyd's example.

MAERSK'S CHALLENGES TO LIVE UP TO ITS STANDARD

Merijn Hougee from member organisation North Sea Foundation (Netherlands) and Platform Director Patrizia Heidegger met with Maersk, the world's largest ship owner, in Copenhagen. Maersk has had a ship recycling policy for several years and recycles its end-of-life vessels in China under a strict monitoring process. Maersk has also been promoting a cradle-to-cradle concept; however, in 2013 and 2014, 16 former Maersk ships, which were still under a long-term charter with the company, were beached in South Asia. Maersk is currently reviewing its ship recycling policy and has agreed to consult with the Platform on the possibilities to extend their policy to include business partners.

SHIP OWNERS' ASSOCIATIONS: EU SHIP RECYCLING STANDARD HIGH UP ON THE AGENDA

The Platform Secretariat regularly meets with ship owners' associations to promote clean and safe ship recycling. The Platform seeks to convince the associations to have strong recommendations for their members. In the second term of 2014, the Platform exchanged with the Danish, German, Norwegian, European and Japanese Ship Owners' Associations. Several associations in Europe have already stated they will promote the EU's list of ship recycling facilities amongst their membership.

PUBLICATION OF ANNUAL LIST

In February 2014, the Platform published its annual list of shipping companies that sold end-of-life ships to substandard shipbreaking yards in South Asia the previous year and of those choosing alternatives. The Platform continued to track end of-life ship sales in 2014 in order to analyse all trends and to be able to assess individual companies' performances.

THE SHIP OWNERS WHO SENT MOST SHIPS TO THE BEACHES IN 2014 WERE

• MPC / BLUE STAR HOLDING (GERMANY): 14 SHIPS

The Blue Star fleet had been acquired in 2009 by German ship owner Ernst Komrowski, which later formed the Blue Star Holding together with E.R. Schifffahrt, another Hamburg-based company. The vessels were financed through a ship fund managed by MPC, an issuing house also headquartered in the German port city. All vessels had formerly been part of the Maersk fleet and were under a long-term charter with the Danish container ship giant just until before the last voyage. Maersk could not stop their beaching in India and Bangladesh despite their progressive ship recycling policy. MPC had calculated with the highest possible scrap prices – which can only be obtained on the beaches in South Asia compromising workers' health and safety and environmental protection.

• HANJIN SHIPPING COMPANY (SOUTH KOREA): 11 SHIPS

The South Korean container ship giant promotes its progressive environmental policies – when it comes to ship recycling, the company's ambitions remain deplorable.

• MSC (SWITZERLAND): 7 SHIPS

The Geneva based container ship leader has been dumping obsolete vessels in South Asia for many years and is one of the biggest repeat offenders on the list of global dumpers. In 2009, six workers were killed while dismantling the MSC Jessica – this was not enough for the company, which also runs a cruise line, to change its policy.

• PETROBRAS (BRAZIL): 6 SHIPS

The Brazilian oil giant, one of the biggest companies in the Southern Hemisphere, is amongst the few remaining big oil and gas companies dumping vessels on beaches in South Asia. Whereas other oil companies ensure the proper recycling of their vessels, Petrobras chooses top dollars.

• CONTI (GERMANY); G-BULK (GREECE); DANAOS (GREECE); IGNAZIO MESSINA (ITALY); MOL (JAPAN); PACIFIC INTERNATIONAL (SINGAPORE) AND TBS INTERNATIONAL (US), YANG MING (TAIWAN)

(Photo : Platform coordinator in Bangladesh, Shahin tracked a ship that was beached in Chittagong and that had been part of Danish company Maersk's fleet, under a long-term charter)

5. OUR SOUTH ASIAN CAMPAIGN

In the shipbreaking countries in South Asia, the Platform and its member organisations advocate for regulation and action to stop illegal imports of toxic ships and to implement existing legislation for the protection of the environment, the proper treatment of hazardous waste and adequate health and safety provisions for the workers. Moreover, the Platform promotes the transition to move shipbreaking activities off the beach and develop modern ship recycling facilities, as well as the enforcement of full labour rights for shipbreaking workers.

BANGLADESH

TWO ILLEGAL SHIPBREAKING YARDS EVICTED IN BANGLADESH, THOUSANDS OF TREES REPLANTED

The Platform and its members in Bangladesh welcomed the decision made by the Forest Department and the District Administration of Chittagong/Bangladesh in February 2014 to evict two illegal shipbreaking yards. In 2009, several companies had illegally cut more than 15,000 mangrove trees which were part of the coastal green belt and had been planted with the support of international donor money. In 2010, the High Court of Bangladesh stated that shipbreaking should take place neither on beaches nor on forest land. It took three years for a decision to be officially made as it was on 6 October 2013 that the Supreme Court of Bangladesh declared the two yards, SK Steel and SK Ship Breaking and Recycling, to be illegal and ordered them to be evicted and to replant the trees. The authorities executed the ruling early in 2014. Amongst the operators of the illegal yards and those that ordered the cutting of the trees was a Bangladeshi Parliamentarian.

ACCIDENTS

Many severe and fatal accidents, as well as deaths caused by diseases contracted in the yards remain unknown.

Photo: Taslim, a worker injured in the shipbreaking yards of Chittagong, with Platform Executive Director Patrizia Heidegger

However, the Platform was able to reveal at least 27 fatal accidents in the shipbreaking yards of India, Pakistan and Bangladesh in 2014. Ten workers were reported as killed and 24 injured due to tank explosions or intoxication following explosions of cylinders. Falling steel plates crushed and killed 7 workers and severely injured 4. Another 4 men fell to their death due to the lack of safety equipment; 2 were severely injured. Twenty workers were reported injured and 6 killed due to accidents of an unknown nature. It is particularly alarming that yard owners still try to conceal accidents. Whereas local NGOs and trade unions have meanwhile managed to obtain a compensation payment to the families of dead workers, those who are permanently injured usually fight in vain to receive financial support for their medical treatment and rehabilitation.

EXECUTIVE DIRECTOR'S VISIT TO BANGLADESH – ZDF DOCUMENTARY

On invitation by the German TV station ZDF, the Platform's Director travelled to Bangladesh and India in September and October 2014. During her first week, she assisted the TV team for the shooting of a documentary in the shipbreaking yards in Bangladesh. During the stay in Chittagong, Patrizia met with various stakeholders including severely injured workers and their families, child workers and their parents, trade unionists, doctors and civil society people including member organisation YPSA. Two case studies – one on a child worker and another on an injured worker – have been published in the South Asia Quarterly Update #3, the Platform's quarterly publication on shipbreaking issues in South Asia. Other finding of the field trip included the fact that the hospital built by the Bangladesh Ship Breakers Association was completely dysfunctional and the total absence of hazardous waste management and disposal facilities for ship borne hazardous wastes.

After her stay in Chittagong, meetings in Dhaka comprised discussions with member organisations BELA, OSHE, BILS as well as IndustriALL, and raising awareness on the shipbreaking issue with representatives of the US Embassy, the German Embassy and the EU Delegation.

BELA HANDS IN NEW AFFIDAVIT

Platform member organisation BELA submitted a new affidavit to the ongoing court case in Bangladesh that in 2009 forced all shipbreaking yards in Chittagong to close down due to lack of necessary environmental permits. BELA has been challenging the shipbreaking industry's lack of compliance with environmental law over many years. In the latest affidavit dated July 2014, BELA argues that the yard owners continue to circumvent their legal obligations and that they have not provided any report or other proof that would substantiate their claim of having improved their operations. Amongst others, BELA asserts that:

- in absence of an approved training manual and curriculum for the workers as demanded by the court and the lack of a participants' list or training certificates the shipbreakers' claim to have trained more than 5,000 workers cannot be ascertained;
- shipbreakers still employ child and adolescent workers, independent monitoring is thus necessary to halt this especially unscrupulous illegal practice;
- the 150 bed hospital built by the BSBA in Sitakund is completely dysfunctional; and
- the inspection reports of the Department of Environment (DoE) on hazardous substances found in the yards prove that the "toxic-free certificates" for the imported ships are all false.

BELA asked the Court to shut down all yards until they can prove they fulfil the requirements given by the law and previous court rulings.

INDIA

RIGHT TO INFORMATION DOCUMENTS

In February 2014, member organisation Legal Initiative for Forest and Environment (LIFE, based in New Delhi) requested the Gujarat Pollution Control Board and the Gujarat Maritime Board to share information on 24 ships identified by the Secretariat had been beached in Alang in 2013 under the Right To Information (RTI) procedure. These ships were owned by European companies frequently selling ships for beaching. The information provided showed that none of the European-owned vessels had been imported to India with an Inventory of Hazardous Materials (IHM). The authorities just quickly draw up an overview of hazardous substances in the ship, often signed by the master of the ship, without any samples taken. For none of the beached vessels had a ship recycling plan been made – or at least, the information was not available to the authorities. The impressive pile of papers put together for every beached ship is proof of a lot of desk review done by the Indian authorities; however, the process fails to allow for hazardous substances to be located and tracked properly from the arrival of a ship to the disposal facility. Last but not least, the Indian authorities apparently do not require any information about the previous owners or the cash buyer selling the vessel to an Indian yard. It is usually a local "shipping agency" that deals with the Indian authorities and arranges for all the paper work to be done. Neither the previous owners nor the cash buyers bringing the ship to India feature in the documents provided resulting in a non-transparent situation where not even the authorities seem to know who is selling obsolete ships to India.

EXECUTIVE DIRECTOR'S VISIT TO INDIA

The Platform's Director Patrizia Heidegger used the opportunity to visit members and partners in India in October 2014. The meetings included:

- a visit to the shipbreaking yards in Mumbai, India, and meetings with the trade union representing workers in Alang (pictured);
- meeting and discussion with Dr Geetanjoy Sahu from TISS (standing to the far right on the picture) regarding his research on shipbreaking and a presentation for staff members of TISS and students;
- meetings with member organisation LIFE in Delhi and discussion with Supreme Court lawyer Sanjay Parikh who has been leading on the Supreme Case on shipbreaking;
- briefings for leading Indian environmental journalists which have resulted in several articles;
- and meetings with the South Asia correspondent of ARD in order to uncover the story of an Indian shipbreaking worker who had died in Alang while working on a German scrap ship.

TISS REPORT: DIRE WORKING AND LIVING CONDITIONS OF SHIPBREAKING WORKERS IN ALANG

The Tata Institute of Social Studies (TISS) in Mumbai was asked by the National Human Rights Commission of India (NHRC) to research the working and living conditions of shipbreaking workers in Alang. Dr Geetanjoy Sahu coordinated the research, which is based on extensive field work and numerous stakeholder interviews. Unfortunately, the NHRC has so far been reluctant to publish the full report under its name: the report expresses strong criticism of the industry and the responsible authorities. Dr Sahu has published a summary of his findings in a scholarly magazine and the Platform has highlighted his findings.

The study finds that the "costs to workers' health and the environment are alarming" while the profit margins for both the yard owners and the contractors providing the labour force remain high. Dr Sahu reports that the approximately 35,000 unorganised migrant workers at Alang continue to live in shanty dwellings without adequate facilities for drinking water, sanitation and electricity. Official figures accessed by TISS report at least 470 fatal accidents in the yards since they were first set up in 1983, making shipbreaking one of the most dangerous occupations in India. Indian human rights advocates referred to in the report estimate however that there is a far higher number of victims, especially because the long-term consequence of unsafe shipbreaking activities, including occupational diseases such as cancer, and resulting deaths are not taken into consideration by the authorities. Around 100 workers are treated every day at the local Red Cross hospital. They show a very high rate of injuries resulting from work at the yards, and a high prevalence of occupational diseases. According to the report, the Red Cross hospital is understaffed and lacks the necessary facilities to treat serious injuries where lives are at stake.

The research team also found out that workers are not provided with adequate safety training and protective equipment such as masks, gloves and boots. Workers revealed that in most cases personal protective equipment was only distributed before audits and official visits, such as by the National Human Rights Commission. In addition the researchers documented delays in the payments of wages, unauthorised deductions, unpaid leave and overtime payments not in line with legal requirements.

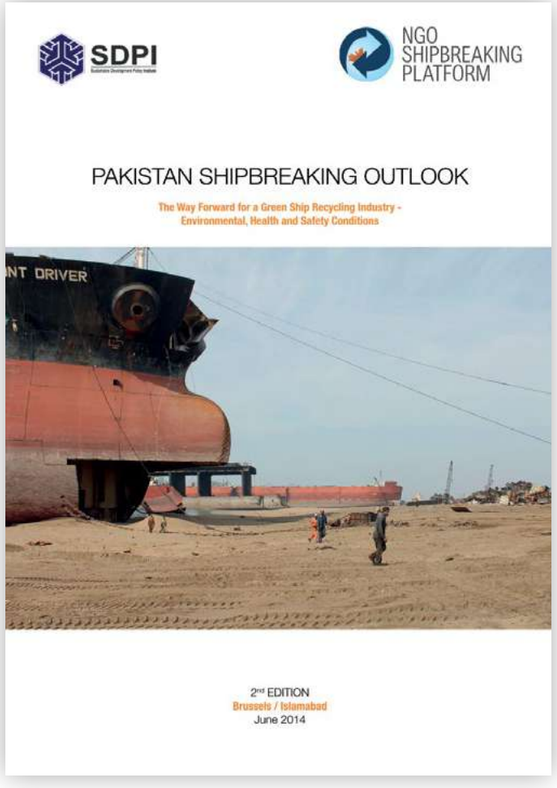
PAKISTAN

PAKISTAN REPORT REVISED AND PUBLISHED

The report "Pakistan Shipbreaking Outlook - The Way Forward for a Green Ship Recycling industry – Environmental, Health and Safety Conditions", which was first presented in a launching event in Islamabad in October 2013, was revised and published by the Platform in April 2014. The report presents a short overview of the economic conditions and the international and domestic legal framework according to which the Pakistani shipbreaking sector needs to operate, and provides information on the current conditions in the shipbreaking yards in Pakistan based on a survey conducted amongst workers, yard observations, and stakeholder consultation in 2012/2013.

ILO BASE-LINE SURVEY ON WORKING CONDITIONS IN SHIPBREAKING

After a meeting with the Platform with ILO staff in Islamabad in December 2012, including the ILO Country Director, and their presence during our two presentations in Pakistan in 2012 and 2013, the ILO has now been asked by the Government of Balochistan to launch a baseline survey on shipbreaking workers in Gadani. The ILO will take into account our study on shipbreaking in Pakistan and consult with our members and partners in Pakistan.



6. OUR INTERNATIONAL CAMPAIGN

At the international level, the Platform advocates for regulation and action to uphold the principles and obligations of the Basel Convention and ILO Regulations, in particular the protection of workers, the local population and the environment in developing countries from the risks and harm generated by unregulated trade of hazardous wastes. The Platform frequently takes part in conferences to raise awareness on the shipbreaking issue and provide factual arguments to hold the shipping industry accountable.

SINGAPORE "TRADEWINDS SHIP RECYCLING FORUM"

Ritwick Dutta

Jim Puckett

In March 2014, Patrizia Heidegger, Jim Puckett from American member organisation BAN (pictured), and Ritwick Dutta (pictured) from Indian member organisation LIFE participated in the TradeWinds Annual Ship Recycling Forum in Singapore. The Platform representatives were invited to speak in different forums during the business conference, which mainly attracts yard owners from India, Bangladesh and China, as well as cash buyers, brokers, lawyers and consultants working in the industry. Ritwick held a presentation about LIFE's latest findings regarding the conditions in the shipbreaking yards in India. Jim shared his experiences on sustainable solutions for e-wastes and called upon ship owners to take up the responsibility for their end-of-life vessels. Patrizia spoke in a panel about what the European Union can do to change the situation. The Platform representatives used their stay in Singapore to organise a press conference to call upon Singapore-based ship owners to adopt clean and safe ship recycling policies, which resulted in a lengthy report in Singapore's leading newspaper The Strait Times.

IMO/NORAD PROJECT LAUNCHED IN BANGLADESH

In April, the International Maritime Organisation (IMO) and the Government of Bangladesh signed an agreement to launch the project "Safe and Environmentally Sound Ship Recycling in Bangladesh – Phase I". While the IMO implements the project, it is mainly funded by NORAD, the Norwegian Agency for Development Cooperation. NORAD has offered a budget of 1.24 million USD and the Secretariat of the Basel Convention will add another 274,000 USD through a grant from the EU. The Platform will closely monitor the project and has been exchanging with both NORAD and the IMO regarding the on-going challenges in the shipbreaking sector in Bangladesh.

MEPC: ASBESTOS THRESHOLD THREATENED TO BE WATERED DOWN

The Platform advocated maintaining strict asbestos thresholds by preparing a submission for IMO MEPC 66 (Marine Environment Protection Committee). The asbestos thresholds to be included in the Inventory of Hazardous Materials that end-of-life ships should carry on board under the Hong Kong Convention were threatened to be watered down.

BASEL CONVENTION SECRETARIAT

The Basel Convention Secretariat (BCS), based in Geneva, is going to implement a waste mapping project in the shipbreaking yards in Pakistan and Bangladesh. The project was presented during the last meeting of the Open-ended Working Group (OEWG) held in Geneva in September 2014. The Platform keeps the Basel Secretariat updated about its work and provided information obtained on the ground during research visits and in exchange with local organisations.

MEETINGS IN JAPAN

Ingvild Jenssen, policy advisor and founder of the Platform, travelled to Japan in November with the aim of broadening our network to one of the top 5 ship-owning countries. She participated first to the IndustriALL annual conference on Shipbuilding-Shipbreaking held in Nagasaki, where the trade unions also endorsed amongst other the EU Ship Recycling Regulation as a reference for clean and safe recycling world-wide. After the conference, she met with IIKJ/NIK in Yamaguchi. This NGO/volunteer group has translated our reports 'The Human Cost' and 'Childbreaking Yards' into Japanese and visits Platform member YPSA on other issues annually. Moreover, Ingvild exchanged with the Japanese Government and classification society ClassNK about clean and safe recycling to ensure that Japanese ship owners demand high standards for the recycling of their end-of-life fleet.

7. MAPPING SHIPBREAKING PRACTICES AROUND THE WORLD

Working with policy makers, progressive industry stakeholders, other NGOs, researchers and the media, the Platform advocates for European law that will guarantee the proper recycling of end-of-life vessels. We call on the EU to ensure environmental justice and stop hazardous wastes generated by European companies from harming people and the environment in developing countries. One key demand is that the EU must adopt legislation that implements the polluter pays principle for ship owners.

BANGLADESH

In October 2014, Executive Director Patrizia Heidegger visited several yards in Chittagong with Platform coordinator Shahin, and a team of German TV channel ZDF. The working conditions in the shipbreaking yards in Chittagong are known to be especially harsh: long working hours, overtime and night shifts, extremely heavy work due to the lack of lifting equipment, inadequate or no personal protection equipment, exposure to hazardous waste and fumes and a high accident rate. The existing working conditions do not provide sustainable livelihoods to workers and their families, on the contrary working as a shipbreaker shortens the workers' life expectancy and perpetuates poverty. This becomes particularly obvious when workers are severely injured: the yard owners refuse to pay for the medical expenses, families become indebted and workers do not receive the necessary treatment, thus often loose their ability to contribute to their families' income.

Issues of particular concern include:

- excessive working hours up to 16 hours a day, which is illegal in Bangladesh;
- some jobs are extremely poorly paid, for instance, one group of migrant workers reported daily wages of less than BDT 200 (EUR 2,20), which is less than the income of a rickshaw puller and less than the minimum wage of textile workers;
- the yard owners actively suppress the development of trade unions: the small yard-based trade unions try to unite in a trade union federation, which the industry seeks to stop, thus, there is no freedom of assembly and no trade union acting as a bargaining body;
- most workers seen in the yards work in plastic sandals, the only PPEs used by some workers are helmets and simple leather gloves, which they need to buy themselves;
- there is no proper accommodation for migrant workers provided by the industry;
- the waste storage facilities all seemed unused, as the doors were locked or grass grew inside the rooms;
- waste oil was handled without care on the beach with oil spills in all yards visited.

Young workers in Chittagong, Bangladesh (Picture: NGO Shipbreaking Platform)

MEXICO

Dismantling of Boskalis' cutter suction dredger Amstel

Merijn Hougee -left- discusses with yard owner Roberto Curiel-right

Last year NGO Shipbreaking Platform board member Merijn Hougee collaborated with Dutch dredging and marine expert Boskalis over several months to develop a comprehensive ship recycling policy. When the need arose for the sustainable dismantling of three dredgers in Mexico, Boskalis found a local yard that was willing to change its working methods in order to meet Boskalis' strict requirements for clean and safe ship recycling. At first, Boskalis could not find a suitable yard on the Pacific coast of the American continent which was ready to dismantle a ship in a sustainable way in line with the Hong Kong Convention and Boskalis' own standards. The dilemma was shared with the NGO Shipbreaking Platform, and it was decided that Boskalis would seek a yard that had the potential to become compliant with Boskalis' standards. After visiting several possible yards, ISP/Amaya Curiel yard located in Ensenada on the Baja peninsula was chosen by Boskalis' local experts. An independent audit was instructed by Boskalis and was carried out by classification society Germanischer Lloyd. Subsequently, in 2014 the pilot project to dismantle the ships "Para" and the "Mercurius" was carried out. Based on the lessons learned from these two vessels, the dismantling procedures were further improved. In December 2014, during the scrapping of the cutter suction dredger "Amstel", Merijn Hougee visited the yard with representatives from Boskalis and met with yard owner Roberto Curiel and experts from the University of Baja California. The NGO Shipbreaking Platform has recognized Boskalis as an industry leader. The company reported about its progress in its Corporate Social Responsibility (CSR) report 2014. Boskalis' approach to dismantling is a testimony to how serious the company is about applying the international conventions to its recycling activities.

8. SECRETARIAT AND ORGANISATIONAL DEVELOPMENT

The Platform strives to ensure the transparent and effective management of the secretariat and the coalition of members, to strengthen its membership and network, to continuously work on the strategic orientation of its campaigns and to guarantee effective fundraising.

AGM 2014 IN BRUSSELS

The Annual General Meeting of the NGO Shipbreaking Platform took place in Brussels from 8-10 July 2014. Speaking about the situation in Bangladesh, S.M. Morshed from OSHE, Nazim Uddin from BILS and Rizwana Hasan from BELA presented their latest activities to organise the workers and defend their rights in court. Bangladesh Coordinator Muhammed Ali Shahin presented his findings about child labour in the shipbreaking yards, which remains a critical issue. Majid Bashir from CRoLI and Abid Suleri from SDPI outlined the Platform's activities in Pakistan in order to make sure that shipbreaking is put on the government's agenda. Emilien Gasc from the European Commission DG Environment attended one session of the AGM to meet with the members and present the next steps in the discussions surrounding the implementation of the EU Ship Recycling Regulation. A delegation of Platform members from India, Bangladesh and Pakistan also met with Dr Karl Falkenberg, Director General of DG Environment to share their experience on the ground with the European Commission.

(The coalition of the NGO Shipbreaking Platform. From l. to r., back to front: Patrizia Heidegger and Delphine Reuter from the secretariat; Abid Suleri from SDPI; Ravi Agarwal from Toxics Link; Ritwick Dutta from LIFE and board member of the Platform; Majid Bashir from CRoLI; Merijn Hougee from the North Sea Foundation and board member; Nazim Uddin from BILS; Svend Søyland from Bellona and board member; Rizwana Hasan from BELA and board member; Bill Hemmings from Transport & Environment; Marion Cadier from FIDH; Sotiris Raptis from Transport & Environment; Muhammad Irfan Khan from the International Islamic University of Islamabad and board member of the Platform; Muhammed Ali (Shahin) from YPSA; Jim Puckett from the Basel Action Network and board member; Ingvild Jenssen from the secretariat; S. M. Morshed from OSHE; and Francesca Carlsson from the secretariat)

BOARD MEMBERSHIP

In December 2014, Svend Soyland (pictured left), Senior Advisor to Platform member organisation Bellona, stepped down from the Board of the NGO Shipbreaking Platform. Svend had joined the Platform's Board of Directors in 2011. He dedicated his time at the Platform to the development of the corporate campaign and was in regular contact with Norwegian ship owners looking to improve their recycling practices. He also took part in IMO meetings where the guidelines of the Hong Kong Convention were discussed. The Platform thanks Svend for his dedication to the Platform's objectives. Sigurd Enge has been nominated to replace Bellona on the Board of Directors. The environmental expert will be formally welcomed to the Board during the 2015 AGM. Ramapati Kumar, campaigner at Greenpeace India, resigned from the Platform's board after leaving the environmental organisation. The Platform thanks Ramapati for his time on the board and his support of the Platform's work.

NEW PARTNER ORGANISATIONS

The Platform collaborates with various NGOs based in Brussels or elsewhere who share the same mission and objectives, namely the protection of the environment and the defence of human and labour rights. We cooperate on various projects, such as the submission of position papers, the translation of press releases and their distribution to the local and international media, and the organisation of common events. Next to our "Members organisations" page, we have added our partner organisations, amongst whom the European Coalition for Corporate Justice (ECCJ), with whom we organised the event at the EIAS during our last AGM in Brussels; Human Rights at Sea, with whom we have exchanged blog posts outlining our positions; and MedSOS, a Greek NGO, with whom we have collaborated on the translation and distribution to the Greek-based media of our annual list of global dumpers; Surfrider Foundation Europe; and the European Environmental Bureau. The last organisation we welcomed as a partner was IIKJ (NIK) – Ikki-Ikki Asia Japan (Ningen-Ikki Ikki-kengkukwai), a community-based network of volunteers in the Yamaguchi prefecture of Japan.

9. BOARD MEMBERS

The NGO Shipbreaking Platform's board members are international experts in a wide range of sectors related to maritime policies, waste management, environmental law and occupational health. Their experience and know-how contribute immensely to the Platform's activities and successes.

HELEN PÉRIVIER (President of the Board) has over 15 years of experience in environmental advocacy on issues relating to toxics, oceans and most recently energy efficiency. In addition, she is qualified as a navigation officer (1600 gross tonnes) and has ten years on ships serving as a maritime professional on environmental research, advocacy and education tours. She led the Greenpeace campaign on the European REACH chemicals legislation. In 2007, she also led a Greenpeace rapid response action on the Probo Koala.

RITWICK DUTTA is an environmental lawyer who has practiced in the Supreme Court of India since 2001. He has worked on environmental issues for over a decade, with a focus on forest and wildlife issues. Ritwick coordinates Lawyers Initiative for Forest and Environment (LIFE), a dedicated team of four full time environmental lawyers. LIFE supports grassroots groups across India by helping bring environmental cases to court.

ROBERT EVANS is a former Member of the European Parliament (1999-2008) where he represented the British Labour Party. In Parliament, Robert chaired the Delegation for relations with the countries of South Asia. He works as an independent consultant, in particular with his special expertise in Bangladesh to the charities BRAC and London Tigers.

RIZWANA HASAN is an advocate of the Supreme Court of Bangladesh and Programs Director of Bangladesh Environmental Lawyers Association (BELA). She has filed and advocated for the rights and interests of the landless, fishermen, farmers, and other affected communities in cases involving encroachment on public property; air, water, and soil pollution; compensation for land expropriation and other disruptive development initiatives. In 2009, she received the Goldman Prize for BELA's outstanding work on shipbreaking.

MERIJN HOUGEE is project leader of Clean Shipping at the North Sea Foundation where he works on a market-oriented approach to create sustainability in the maritime sector. Since 2008, he also works for the ProSea Foundation as a course leader, delivering sustainability training courses to naval cadets in the Netherlands.

DR MUHAMMAD IRFAN KHAN is a Professor of environmental science and Chairman of the Department of Environmental Science at International Islamic University, Islamabad. He obtained his PhD degree from London University and was awarded a post-doctoral fellowship at Oxford University. He is qualified as a certified Environmental Auditor and as an Occupational Health and Safety Auditor.

JIM PUCKETT has been an environmental health and justice activist for more than 20 years. In the past he served as Greenpeace International's Toxics Director and before that, as co-coordinator of Greenpeace's Toxic Trade campaign, both posts being based in Amsterdam, Netherlands. The Greenpeace Toxic Trade Campaign was instrumental in achieving the Basel Ban as well as numerous regional waste trade bans. In 1997 he left Greenpeace to return to Seattle to help found Earth Economics and the Basel Action Network program. He has represented civil society within the Basel Convention since its inception in 1989 and has travelled extensively researching, writing, producing films and campaigning against all forms of toxic trade.

SIGURD ENGE (designated Board member) is one of the most experienced advisers at Bellona, as he joined the foundation in 1988. He is head of the maritime and Arctic department. Sigurd has a unique experience working on a broad variety of subjects during his 25 years within the foundation, including fisheries, petroleum & shipping industry, oil spill preparedness, industry pollution and fish farming. He has his background from the fisheries in the Barents Sea and around Svalbard.

STAFF MEMBERS

THE BRUSSELS SECRETARIAT:
Address : Rue de la Linière, 11 B- 1060 Brussels, Belgium

PATRIZIA HEIDEGGER
Executive Director

INGVILD JENSSEN
Founder and Policy Adviser

DELPHINE REUTER
Communication and Research Officer

FRANCESCA CARLSSON
Legal Adviser (until 30 September 2014)

NICOLA MULINARIS
Intern (October 2014 – March 2015)

LOCAL CONTACT IN BANGLADESH:

MUHAMMAD ALI SHAHIN
Bangladesh Platform Coordinator

10. FINANCIAL STATEMENT 2014

The Platform is grateful for the generous support it has received from its members, the agencies and the charitable organisations mentioned below.

INCOME 2014	
RESULT OF THE YEAR	
European Commission LIFE+	160.874,64
Maribel Fund	36.500,00
OAK Foundation	5.916,17
Patagonia Environmental Grant	15.887,12
Contributions from member organisations	15.975,61
Contribution from the reserves	7.474,26
Miscellaneous / Financial Income	7.704,65
TOTAL INCOME	250.332,45
EXPENDITURE 2014	
ACTIVITIES	
General travel of the secretariat	6.258,63
Directors' visit to Bangladesh and India 2014	1.083,99
Participation to IndustriAll conference in Nagasaki	2.035,05
Annual General Meeting	16.592,42
Event «Environmental Injustice» in Brussels	2.080,03
Advocacy and research in South Asia	6.300
Travel corporate campaign	862,22
Strategy workshop	2.200
Communication material	5.085,87
TOTAL ACTIVITIES	42.498,21
ADMINISTRATIVE / GENERAL COSTS	
Rental costs and equipment	5.146,17
Office costs	1.658,92
Communication costs	5.544,68
Subscriptions	1.022,5
External costs	2.214,3
Other costs	1.227,81
Total Administrative/General Costs	16.814,38
STAFF / PERSONNEL COSTS	
Staff / Personnel Costs	186.960,6
Other staff costs (insurances)	3.462,71
Staff training	596,55
TOTAL SECRETARIAT STAFF	191.019,86
TOTAL EXPENDITURE	250.332,45

MEMBER ORGANISATIONS

The NGO Shipbreaking Platform has 19 environmental, human and labour rights organisations as members (including the secretariat based in Brussels), distributed in ten countries around the world.

BASEL ACTION NETWORK (BAN) confronts the issues of environment justice at macro level, preventing disproportionate dumping of the world's toxic waste and pollution on our global village's poorest residents. **>www.ban.org >Contact: Jim Puckett, jpuckett@ban.org**

BAN ASBESTOS is a network of local organisations monitoring anti-asbestos legislation where it exists and litigating for the abolition of asbestos where anti-asbestos legislation is lacking. Based in Paris, France. **>www.ban-asbestos-france.com >Contact: Annie Thébaud-Mony, annie.thebaud-mony@wanadoo.fr**

BANGLADESH ENVIRONMENTAL LAWYERS ASSOCIATION (BELA) was initiated in 1992 by a group of young lawyers who felt the urgent need for an advocacy group to monitor and pursue the implementation of laws and regulations to protect the environment. Over the years, BELA has become a true pressure group against environmental violations, and its activities played a significant role in popularising the environment amongst the general public. With 60% of the total population in Bangladesh estimated at having no access to justice, BELA is considered a pioneer in public interest environmental litigation (PIEL). Based in Dhaka, Bangladesh. **>www.belabangla.org >Contact: Rizwana Hasan, bela@bangla.net**

BELLONA FOUNDATION is a multi-disciplinary international environmental NGO based in Oslo, Norway. Founded in 1986 as a direct action protest group, it has since become a recognised technology and solution oriented, environmental defender with offices on two continents. Altogether, some 40 ecologists, nuclear physicists, engineers, economists, lawyers, advisors and journalists work at Bellona. **>www.bellona.org >Contact: Svend Søyland, svend@bellona.no**

BANGLADESH INSTITUTE OF LABOUR STUDIES (BILS) props up the endeavours of the labour movement to act in proper with the labour rights issues and its social actions. BILS facilitates to strengthen links and networks between trade unions and other civil society organizations with similar interests, particularly in the justification of human and democratic rights and social justice in all its aspects. BILS was established in 1995 with the support and active participation of major National Trade Union Federations of the country. Based in Dhaka, Bangaldesh. **>www.bilsbd.org >Contact: bils@citech.net**

THE CORPORATE ACCOUNTABILITY DESK - THE OTHER MEDIA coordinate a corporate accountability and environmental health desk that extends technical, logistics, legal and strategic support to communities that are fighting corporate crime. The voluntary collective investigates and reports on the environmental and human rights track record of corporations and works as a support/solidarity group in India for people's struggles against industrial pollution and related human rights violations. Based in Cuddalore, India. **>www.sipcotcuddalore.com >Contact: Madhumitta Dutta, madhudutta.new@gmail.com**

THE CENTER FOR THE RULE OF LAW - ISLAMABAD (CROLI) is a volunteer organization of lawyers dedicated to promoting a better understanding of the creation and utilization of legal knowledge, Rule of Law, Intellectual Property Rights, Human Rights and various other branches of law. CRoLI collaborates with other researcher, stakeholders, government departments and international organizations to launch campaigns, do research, publish, and conduct seminars and conferences for the general understanding of the law in Pakistan.
>Contact: Majid Bashir, judgemajid@hotmail.com

THE EUROPEAN FEDERATION FOR TRANSPORT & ENVIRONMENT (T&E), founded in 1989, is Europe's principal environmental organisation campaigning on sustainable transport. T&E's primary focus is on European policy and its work is supported by 45 NGO member organisations working in 21 countries to promote an environmentally sound approach to transport. The T&E secretariat in Brussels works closely in various ways together with the European institutions, while member organisations have close contacts with national decision-makers and campaign at national level. Based in Brussels, Belgium. **>www.transportenvironment.org >Contact: Bill Hemmings, bill.hemmings@transportenvironment.org**

THE INTERNATIONAL FEDERATION OF HUMAN RIGHTS (FIDH), was created in 1922. It now includes 141 national human rights NGOs from all regions of the world. FIDH has a generalist mandate and consequently works on all human rights be they civil, political, economic, social, or cultural rights. FIDH carried out fact-finding missions on shipbreaking in India and Bangladesh, which resulted in the publication of a mission report in 2002 entitled 'Labour Rights in Shipbreaking Yards in South Asia, Where do the floating dustbins end up?'. In 2005 FIDH, Greenpeace and YPSA released a report entitled 'End of Life Ships – The Human Cost of Breaking Ships'. Based in Paris, France. **>www.fidh.org >Contact: Geneviève Paul, gpaul@fidh.org**

GREENPEACE is an international non-governmental organisation founded in 1971, working on global and environmental problems. Greenpeace started its shipbreaking campaign by highlighting this environmental and human rights disaster in 1998. Since then the environmental organisation has been working for a global solution be it through the Basel Convention, the IMO (International Maritime Organisation) and the ILO (International Labour Organisation) as well as in the shipbreaking countries such as India and Turkey. Based in Amsterdam, The Netherlands. **>www.greenpeace.org >Contact: Nadia Haiama, nadia.haiama@greenpeace.org**

THE INTERNATIONAL BAN ASBESTOS SECRETARIAT (IBAS) is an independent body dedicated to the world-wide eradication of the continuing use of asbestos and the minimisation of dangers from asbestos products already within society. IBAS works to obtain a universal ban on the future use of all forms of asbestos. The organisation also provides information that will assist asbestos victims seeking redress and financial compensation from employers, asbestos manufacturers, governments and others who may have caused their diseases. Based in London, UK. **>www.ibas.btinternet.co.uk >Contact: Laurie Kazan-Allen, lka@btinternet.com**

LEGAL INITIATIVE FOR FOREST AND ENVIRONMENT (LIFE) comprises of groups of lawyers working on issues of environmental democracy. It aims at creatively using the existing legal framework and institutions in protecting areas of vital ecological importance. LIFE works nationally with local groups, individuals and communities through a unique combination of litigation, investigation, information dissimination, capacity building and supporting campaigns and movements. Based in New Delhi, India. **>Contact: Ritwick Dutta, ritwickdutta@gmail.com**

THE NORTH SEA FOUNDATION is a Dutch environmental NGO that searches for alternative solutions and seeks dialogue with decision makers. The organisations constructive approach enables it to influence the marine environmental policies of the public administration, politicians and user groups (such as fishermen and ship owners). But when necessary it will take action, be that legal, media pressure or public awareness raising. In 2002, the North Sea Foundation launched the 'Clean Ship' concept, which is a strategy towards zero-impact shipping. Based in Utrecht, the Netherlands. **>www.noordzee.nl >Contact: Merijn Hougee, m.hougee@noordzee.nl**

THE BANGLADESH OCCUPATIONAL SAFETY, HEALTH AND ENVIRONMENT FOUNDATION (OSHE) is a specialized labour foundation established in 2003 by workers initiative working on issues affecting employment, income, economy and environment and the livelihoods of working people. OSHE perform as catalyst to promote tripartism at national level and serving as umbrella for the different national trade union centres and industrial trade unions working together on promotion of Decent Work, and other workplace related development issues based on collective approach. OSHE is the national collaborating centre of the International Safety and Health Information Centre of the International Labour Organization (CIS-ILO). Based in Dhaka, Bangladesh. **> www.oshebd.org > Contact: Repon Chowdhury, oshe@agni.com**

PREVENTION OF HAZARDOUS SHIPBREAKING INITIATIVE is a coalition of environmental and labour rights NGOs based in Turkey. The group focuses on proper waste management and respect of labour rights at the shipbreaking sites in Aliaga, Izmir. They have been a pivotal pressure group in cases such as the MS Otapan. Based in Izmir, Turkey.

SUSTAINABLE DEVELOPMENT POLICY INSTITUTE (SDPI) is an independent, non-profit premier research organisation founded in August 1992 on the recommendation of the Pakistan National Conservation Strategy (NCS). It focuses on sustainable development, globalisation, environment, education, health, trade, and has incorporated emergency work and rights-based work as a result of the spate of natural disasters in country. SDPI is also actively involved in gender mainstreaming, research and advocacy as a strategy for achieving wider impact on the causes of poverty, which include injustice and inequality. It seeks to promote the vision of a peaceful, prosperous, just and democratic South Asia. Based in Islamabad, Pakistan. **>www.sdpi.org >Contact: Sadaf Liaquat, liaquat.sadaf@sdpi.org**

TOXICS LINK is an Indian NGO working together for environmental justice and freedom from toxics. They collect and share information about the sources and dangers of poisons in our environment and bodies, as well as about clean and sustainable alternatives for India and the rest of the world. Amongst the main focus areas is to promote clean industries and raise awareness about the relationship between chemicals, such as POPs and pesticides, and health. Based in New Delhi, India.
>www.toxicslink.org >Contact: Satish Sinha, satish@toxicslink.org

YOUNG POWER IN SOCIAL ACTION (YPSA) is a social development organisation that started in 1985 in Bangladesh. It aims to promote sustainable development through a holistic approach. YPSA follows the issues related to workers rights, tries to obtain improved working conditions at Chittagong shipbreaking yards and does advocacy for a policy to ensure human rights in the shipbreaking industry. In addition to awareness raising activities and research publications about the subject, YPSA also provides instant help to injured shipbreaking workers and families of the dead workers along with different development programs for the villages surrounding the yards. Based in Chittagong, Bangladesh. **>www.shipbreakingbd.info and www.ypsa.org > Contact: Muhammed Ali Shahin, shahinhelpsgreen@gmail.com**