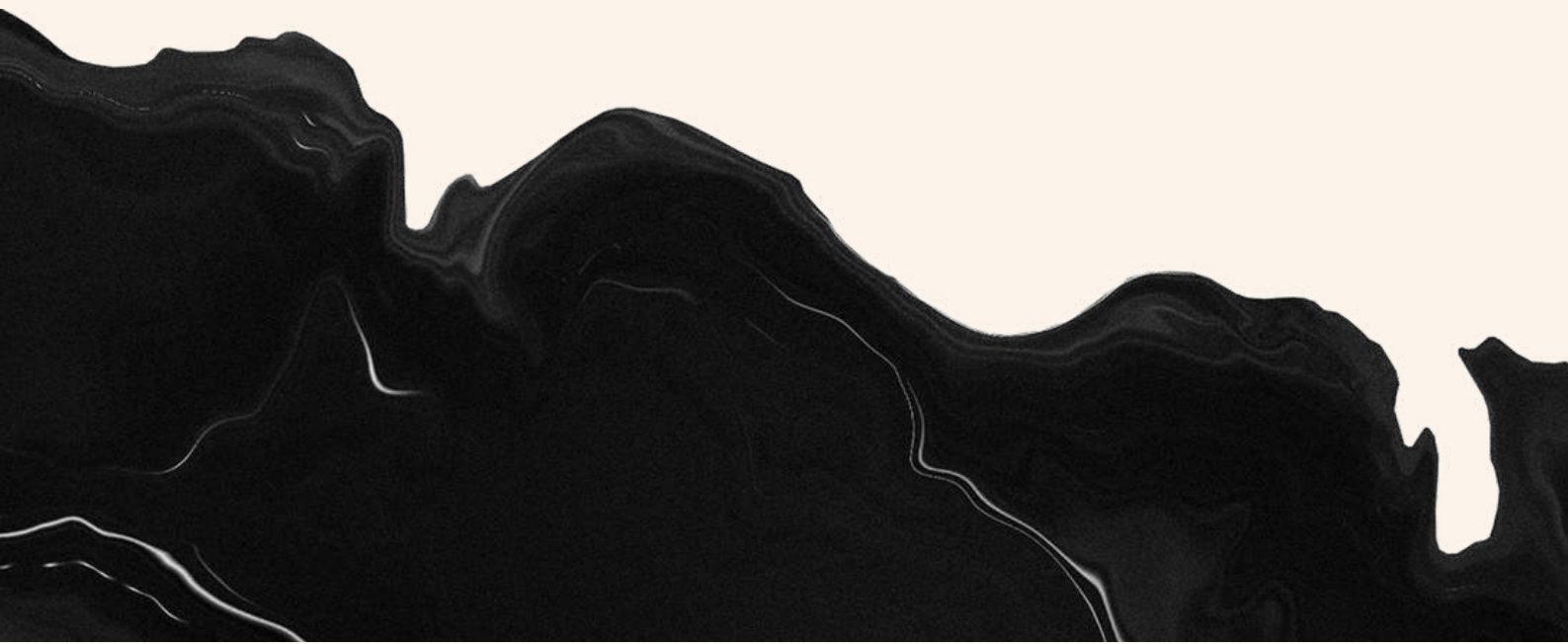


SOUTH ASIA QUARTERLY UPDATE

#35



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.

NOVEMBER 2023
SAQU#35

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



at least

4

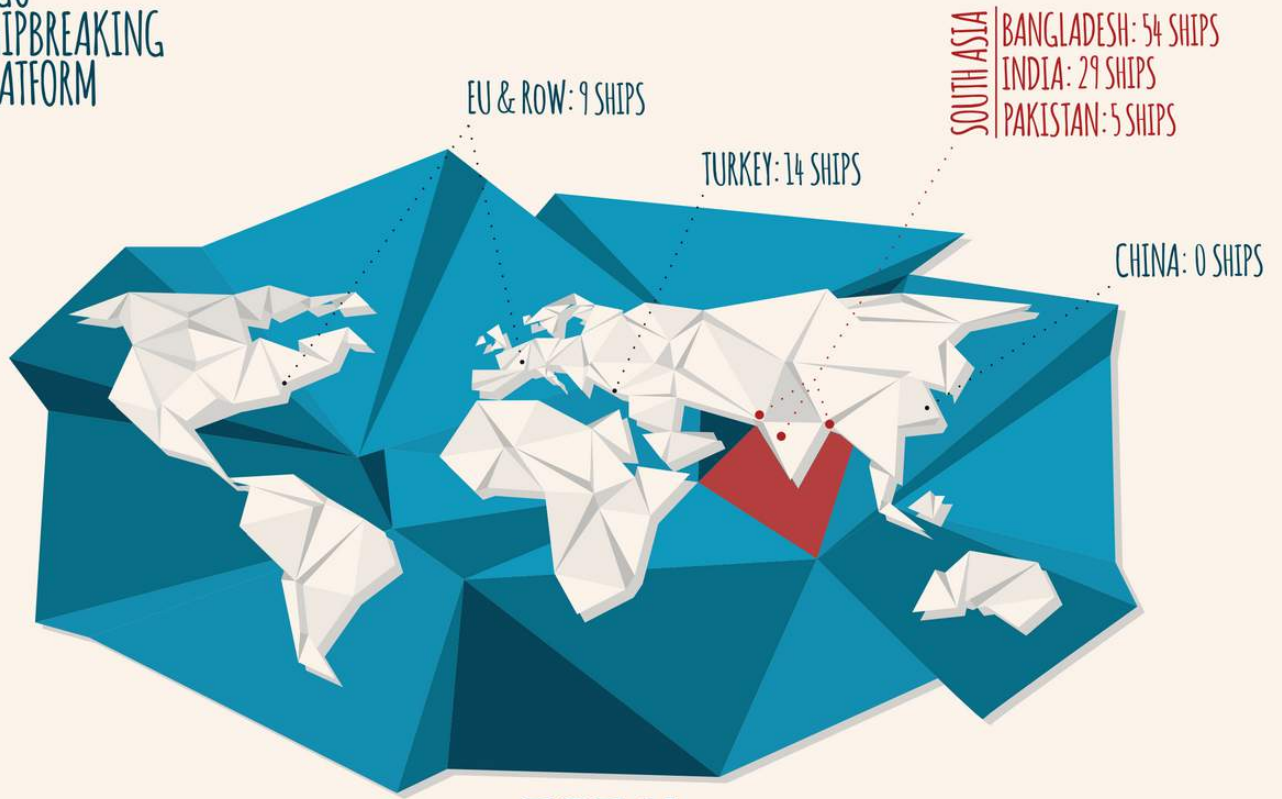
workers suffered an accident while scrapping ships on South Asian beaches



of ships ended up on South Asian beaches

03

SHIPBREAKING RECORDS



TOTAL
 111 SHIPS DISMANTLED WORLDWIDE
 JULY - SEPTEMBER 2023



ON THE BEACH

OFF THE BEACH

04

CASES AND INVESTIGATIONS

LEGAL CHARGES IN GERMANY FOR SCRAPPING A SHIP IN ALANG, INDIA

The Hamburg public prosecutor has charged three defendants following the illegal scrapping of a ship in Alang, India. In 2016, the containership CS DISCOVERY (IMO 9219355), including around 14.000 tons of hazardous waste within its structure, left the Italian region of Calabria for the beach of Alang, where it arrived in January 2017. Under the European Union Waste Shipment Regulation it is a criminal offence to export end-of-life vessels from the EU to non-OECD countries.

ACCIDENTS

The accidents are reported by the Platform based on local sources and media reports. The sector suffers from a serious lack of transparency, and it is expected that many accidents go unreported. In Bangladesh, India and Pakistan no data is published by authorities or the shipbreaking industry, which makes it difficult to properly assess the overall scale and impact of the incidents. There is furthermore no official monitoring and recording of occupational diseases of which many more workers suffer, including cancer.

BANGLADESH

On 20 August, Md Nuruddin sustained injuries on his leg while working on the ship FV SHENG (IMO 9084164) at Arefin Enterprise. The worker fell from height while cutting a plate. Nuruddin received treatment from the yard doctor.

On 26 August, Rashel (25) lost his life while dismantling a ship beached at Simni shipbreaking yard. The worker fell in the sea during high tide.

05

On 17 September, Harunur (39) fell from the ship FORTUNE (IMO 9011193) and was rescued by co-workers. He was transported to Chattogram Medical College Hospital, where the doctors declared him dead at arrival. The accident happened at Toggi Green Shipbreaking yard, owned by the well-known Bangladeshi Bashundhara Group.

On 19 September, Nazam Uddin (33) died after finishing his shift as a night guard at N.B. Steel. The worker fell from the ship ADRIATIC ENERGY (IMO 8110203), owned by South Korean company Sinokor.

DEVELOPMENTS IN BANGLADESH

SHIPBREAKERS CONTINUE TO DISMANTLE SHIPS WITHOUT ENVIRONMENTAL CLEARANCE

Yard owners in Bangladesh are dismantling ships without clearance from the Department of Environment (DoE) as per the 2011 Hazardous Wastes and Shipbreaking Waste Management Rules. According to *The Daily Star*, the DoE fined two yards Tk 1 lakh (around 850 EUR) and required another five yards to obtain the necessary permissions.

PRESSURE PERSISTS TO REMOVE ENVIRONMENTAL SAFEGUARDS FOR THE SHIPBREAKING INDUSTRY

The Bangladesh Ship Breakers and Recyclers Association (BSBRA) is pressuring the government to re-categorise the shipbreaking industry from “Red” to “Orange” category. The “Red” category, as published in the Environment Protection Regulations 2023, renders it mandatory to obtain a second round of clearance from the DoE for each ship import, and importantly also subjects the sector to undergoing an Environmental Impact Assessment (EIA). The shipbreakers argue that delays of “one and a half to two months” to obtain the permission for breaking hampers the sector.

06

SHIPBREAKING WORKERS SUFFERING FROM EXPOSURE TO TOXIC WASTE

As reported by *The Business Standard*, shipbreaking workers in Bangladesh suffer from severe respiratory problems due to the unsafe handling of hazardous materials generated by the dismantling of end-of-life ships. Many workers show symptoms of asbestosis, as revealed by research conducted since 2017 by Platform's member organisations in Bangladesh – Bangladesh Environmental Lawyers Association (BELA) and Occupational Health and Safety Foundation (OSHE). Nurul Abser (60), a shipbreaking worker, told *The Business Standard* that he has been suffering from severe breathing problems for the last ten years. He said that his medicines cost around Tk 5000 (around 50eur) every month and that it is very challenging for him to work. Several shipbreaking workers have been diagnosed with asbestosis. Asbestos containing materials have to be handled with specific protective equipment, which is not provided to workers inside and outside the yards.

“

As a result of suffering from asbestosis for a long time, the workers start losing their working capacity and keep suffering from many other symptoms, like chest pain, high blood pressure, and back pain. Long term asbestosis can also result in lung cancer and mesothelioma, which is almost irreversible"

Dr. Rajat Shankar Roy Biswas
Medicine specialist in Chattogram

”

Questioned about the issue, Mr. Abu Taher, President of the Bangladesh Ship Breakers and Recyclers Association, said that "*there is no asbestos victim in the industry, as the ships built after 2000 do not carry any asbestos*". This response however ignores that whilst the majority of ships that are currently being dismantled were built before 2000, recent estimates indicate that asbestos is still found in over 65% of operating vessels, and in as many as 50% of all new builds. Mr. Taher's statement reveals about the continued reluctance of the sector to acknowledge and address asbestos-related issues.

07

DEVELOPMENTS IN INDIA

IMPORT OF END-OF-LIFE VESSELS TO ALANG-SOSIYA SLOWS DOWN

As reported by *Hindustan Times*, the shipbreaking industry in Alang-Sosiya has seen a decreasing trend in the number of ships being recycled, with only one third of the shipbreaking yards having vessels ready for recycling. Haresh Parmar, the owner of the world's largest shipbreaking yard in Alang, revealed that he has not received a ship for recycling in the past 20 months. Another yard owner in Alang, Ketan Patel, who owns four yards, said that in August only 25 of the 183 shipbreaking yards were operational. High freight rates of the past two years, especially in European countries and the USA, resulted in ship owners keeping their vessels operational for longer durations, which has adversely reduced the number of ships dismantled on the beaches of South Asia. As a consequence, the Indian government has decided to hold back its plans to double ship recycling capacity by 2024 and plans to initiate a 5-year plan to boost the sector. The former president of the Ship Recycling Industries Association, Mukesh Patel, highlighted that *"shipbreaking units in India need to set up facilities to handle hazardous waste, create a separate area for breaking and segregating steel, and also set up medical facilities, training centers and hygiene facilities for workers to become compliant with EU norms."*

08

DEVELOPMENTS IN PAKISTAN

After the intervention of the International Monetary Fund in July, restrictions on non-essential imports were lifted, leading to the reopening of the issuance of letters of credit. Since September, five vessels were sold for scrapping on the beaches of Gadani. According to *TradeWinds*, two bulkers were sold to Pakistan in September and three other deals are under negotiation. Calls have been issued for Pakistan to shift to sustainable ship recycling facilities off the beach. In Gadani, experts recognize the need to develop a landfill site for managing waste in an environmentally and responsible manner; establish basic healthcare facilities; provide adequate training and social welfare infrastructure including a residential colony for workers; and improve road infrastructure for better connectivity along with access to basic utilities such as water and electricity. Viable options for moving the sector to industrial platforms that can ensure full containments and the safe use of industrial heavy lifting cranes have still to be identified for the sector to operate in line with a sustainable Blue Economy.

09

SHIPBREAKING: INEQUALITY AS A MEANS TO AVOID LIABILITY

Shipbreaking was initially carried out in Europe and USA. In the mid-20th century the industry shifted towards East Asia, and Japan, South Korea, and Taiwan became major players in shipbreaking. Many ships were either owned or built in these countries, and they made investments to modernise their recycling yards while having the capacity to handle large vessels. Slowly, however, the beaches of Chattogram in Bangladesh, Alang in India, and Gadani in Pakistan, entered the market. There shipowners could get higher prices for their assets due to the low costs of beaching, cheap labour, and weaker enforcement of environmental and occupational health and safety regulations. Today, more than 80% of the global tonnage is dismantled on the tidal beaches of Bangladesh, India and Pakistan.

The national economic gain of the shipbreaking activities in South Asia, mainly profiting the yard owners, has come at a significant cost to the environment, public health and human rights, as identified in multiple studies looking at issues of environmental justice and human rights due diligence.

“

We may all live in a permanently polluted world where ‘the pollution of the water has joined the molecular fabric of our bodies’ (Murphy 2013: 495), but dumping toxic vessels on the Global South illustrates how people are not equally exposed or protected.

Camelia Dewan
Environmental anthropologist

”

10

Within the framework of global environmental politics and relations between the Global North and Global South, shipbreaking clearly illustrates how global inequalities reinforce the unequal distribution of toxic exposure. Shipbreaking on the beaches of the Global South is a case of global environmental injustice. Vessels containing many hazardous materials within their structure are taken apart without proper safeguards, resulting in workers, communities and the environment suffering the consequences of unsustainable practices, while shipping companies, based in the Global North, profit. The Global South is disproportionately burdened with having to manage the large amounts of hazardous waste embedded in the global fleet. The shifting of environmental costs and damages to the Global South through a system of profit "accumulation by contamination" is maintained by those in power – ship owners, ship breaking companies and authorities. Vulnerable and marginalised populations, such as migrant workers and fishing and agricultural communities, on the other hand, lack capital, land and social networks of influence, and are the ones who bear the burden of the social, economic, and environmental impacts of toxic industrial activities, including shipbreaking. While marginalised communities may rely on these activities for income, the same activities destroy their health and surrounding environment. Dewan (2023) argues that the shipbreaking industry is considered a means of accumulation of profit by dismantling ships in "cheaper countries" which enables "dispossession by pollution in coastal ecologies".

A shipbreaking worker injured at a ship yard in Bangladesh said: "*The yards are becoming richer and richer, while poor people are becoming poorer and poorer. There is development, but there is corruption inside all of them. It is on the backs of workers that this economic development is even happening.*".

The amount of various toxic wastes originating from shipbreaking in the three South Asian countries has increased by 6.5 times between 1990 and 2019. Unprotected workers have to deal with hazardous materials, including asbestos, radioactive waste, heavy metals, and crude oil containing persistent organic pollutants (POPs) such as polychlorinated biphenyls (PCBs). Toxics that are spread through the environment via tides, reaching nearby mangroves, canals, rivers, and agricultural soils, have devastating effects on local ecosystems and agriculture. People face potential health risks from eating crops grown near the shipbreaking yards and contaminated with heavy metals. While the management of materials such as asbestos requires strict precautionary measures, the average level of exposure to asbestos at shipbreaking yards in Bangladesh was identified to be between 43-320 fibres/ml, depending on the activity performed by the worker.

11

In India, it was estimated that nearly 15% of the total workforce involved in shipbreaking practices will suffer from mesothelioma which means about 4,513 mesothelioma deaths among the 31,000 workers estimated have been employed at the yards between 1994 and 2002. In Pakistan, there are no asbestos disposal procedures during dismantling operations and no downstream waste management facilities, and while asbestos is banned from entering Bangladesh, there is no equipment available to help government officials verify the ship owners' or cash buyers' declarations of 'asbestos nil'. Asbestos is often simply resold in the second hand market.



Ovens made of asbestos from obsolete vessels
Bangladesh, 2023

“

The governments of Western countries must recognize that they are committing a crime against humanity by sending their toxic vessels to a country like Bangladesh. The Western and developed exporting countries are fully aware that the vessels contain asbestos. This is part of a corrupt system that it is sustained because of the indulgency that the governments of the exporting countries are giving to the ship owners.

Rizwana Hasan

Supreme Court lawyer and Director of Bangladesh Environmental Lawyers Association (BELA)

”

12

Dewan (2023) argues that the difference between those responsible for polluting at national and international levels and those having to live with pollution is a matter of class. She further states that the Bangladeshi elites owning shipbreaking yards live in safeguarded areas, with air-conditioned private vehicles and offices creating a distance between pollution and exposure. Many of the well-known shipbreaking yards in Sitakunda are owned by wealthy Bangladeshi businessmen who are part of family-based industrial conglomerates such as PHP family, KSRM and BSRM group. The newspaper *The Business Standard* reveals that about 30 industrialist families control the shipyards in Chattogram. These business families are well connected politically. The owners of the yards misuse their political power to not comply with national rules and regulations since the full implementation may hamper their economic interests. Power inequalities maintain a system where marginalised Bangladeshis are exposed to toxics in ways that cannot be economically compensated.

A shipbreaking worker revealed that *'Our companies don't think about this country. They have money; they can go abroad and don't have to live in this environment they are polluting. They are using whatever profit they extract for other businesses, not for Sitakunda's good or for the environment.'*

A shipbreaking worker leader (2), said that *"to handle different hazardous materials at the yards, there are several equipment but neither Kabir nor PHP provide the adequate personal protective equipment (PPE) to deal with this type of work. When we deal with asbestos or we enter into the gas tanks we need special masks and equipment, but they don't import that specific equipment to Bangladesh."*

A shipbreaking worker at PHP, a ship yard that received the HKC Statement of Compliance in 2017, said: *"When cutting iron, the smoke enters our lungs, it burns through the masks. I am giving my actual life to this company. If the worker is healthy, he can work for life. But they do not think like that. This is a poisonous smoke. The masks they give us are not specialized masks. The smoke, the gas, enters our bodies."*

(1) Some examples: Tewari et al., 2001; Awan, 2013; Hasan et al., 2013; Deshpande et al., 2013; Talukder et al., 2015; Haque, 2016; Wan et al., 2016; EC, 2016; Kutub et al., 2017; Gunbeyaz et al., 2019; Eronat et al., 2019; Chowdhury, 2019; Mitra et al., 2020; Hasan et al., 2020; Kakar et al., 2021; Goswami Nirali et al., 2023

(2) NGO Shipbreaking Platform's fieldwork, February 2023.

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A worker at Kabir Shitalpur in Chattogram (3), stated: “the waste is collected in garbage bags and stored in storage rooms at the yard but what happens afterwards we don’t know. Some wastes are going into the sea water”. He further explained: “A LNG ship contains many white powder bags that are spread around the community, mixed with the sea water, and sold in the secondhand market.”.



WEAK GOVERNANCE AND LACK OF ENFORCEMENT

In Bangladesh, the implementation of the rules and regulations on the environment, health rights and safety of the workers in shipbreaking is undermined by different factors such as weak enforcement mechanisms, political and financial interests of the owners of the shipbreaking yards, ineffective coordination among different stakeholders, lack of adequate training and awareness among the workers as well as workers’ poor economic condition. The Ministry of Environment is required to continuously monitor the sector due to its high potential for causing significant environmental pollution and degradation.

14

Several studies (4) have revealed the impact of shipbreaking industries on the environment and human health, and it is evident that the economic benefits of shipbreaking have environmental costs linked to pollution and environmental degradation of the coastal areas where yards operate. In Bangladesh, it is estimated that pollution caused by shipbreaking activities has led to the extinction of at least 21 species of fish. However, the lack of consistent monitoring to evidence direct causality between pollution, ill health and reduced fish populations results in a lack of liability, which impedes efforts to address pollution effectively and seek compensation for affected communities. There is a lack of systematic sampling and monitoring for dioxins, PCBs and other carcinogens and persistent organic pollutants in soil, water, sediment and air, and, furthermore, not a single lab facility in Bangladesh is able to analyse for the presence of asbestos fibers.

The Bangladesh labour inspectors from the “Department of Inspection for Factories and Establishments” (DIFE) are required to regularly visit the shipbreaking yards. However, in Chattogram, only 20 inspectors are responsible for thousands of establishments. Shortages of inspectors is a significant obstacle to effective monitoring, which leads to lapses in oversight, unsafe working conditions and increasing the risk to workers.

According to the shipbreaking workers (5), when the Labour Inspectors come to the yards, *“they do not talk with the workers or inspect our work, they just come and meet the office staff, have some tea or snacks and leave”, “the yard staff know in advance that the inspectors are coming so they will tell most of the workers not to come on that day. Suppose that 100 workers are expected to work, on that day, they only ask 20 workers to come.”*

(4) Some studies: [Tewari et al., 2001](#); [Awan, 2013](#); [Hasan et al., 2013](#); [Deshpande et al., 2013](#); [Talukder et al., 2015](#); [Haque, 2016](#); [Wan et al., 2016](#); [EC, 2016](#); [Kutub et al., 2017](#); [Gunbeyaz et al., 2019](#); [Eronat et al., 2019](#); [Chowdhury, 2019](#); [Mitra et al., 2020](#); [Hasan et al., 2020](#); [Kakar et al., 2021](#); [Goswami Nirali et al., 2023](#)

(5) NGO Shipbreaking Platform's fieldwork, February 2023.

15

Dewan's research reveals that different stakeholders involved in improving the industry shared that there is no appropriate PPE available in Bangladesh, nor does the government specify the quality and certification of face masks, gloves, helmets and boots to be used. The workers interviewed by the Platform in February 2023 said that the yards use second-hand PPE and that they share the PPE among each other. Shipbreaking workers and their foremen view much of the PPE, medical facilities and employment documentation as a "façade" done by the authorities and shipbreaking interests to make the yards appear compliant with government regulations without addressing the actual labour and environmental challenges.

The entire shipbreaking process remains labour-intensive and risky. In a study involving 128 individual interviews and ten focus group discussions, more than one-third of the Bangladeshi shipbreaking workers reported suffering from chest pain. Others reported vomiting, abdominal pain, and abdominal diseases such as anorexia, nausea, vomiting, abdominal pain, and gastric. The main reason for was identified as smoking, asbestos dust, different toxic gas, and fire.

Emran, a Bangladeshi shipbreaking worker, shared that when cutter men like himself work for two to three days, they end up bed-ridden and sick with high fevers, respiratory difficulties and aching muscle pains for days without pay. In 2015, a Norwegian study found that the air surrounding Chattogram shipbreaking yards is filled with carcinogenic environmental contaminants such as PCBs far beyond World Health Organization levels of safe inhalation. Nevertheless, this invisible danger is not prioritized in the current reform agenda in Bangladesh.

In Pakistan, the shipbreaking industry has never been officially declared as an industry and has been therefore operating informally. The Balochistan Ship Breaking Industry Rules, 1979 have never been updated in accordance with Pakistan's 1997 Environment Act. The weak enforcement systems will continue to challenge implementation of national and international standards in these countries.

16

While there have been efforts to improve conditions at some shipbreaking yards in Alang, India, concerns regarding human rights and environmental practices persist. India has, however, adopted a progressive vision for converting the entire shipbreaking sector to become a ship recycling industry operating from dry-docks, as outlined in [Indian's Maritime Vision 2030](#). [Recycling in a dry dock](#) is considered to be the most environmentally sound and safe way to recycle vessels .

IGNORING HUMAN RIGHTS DUE DILIGENCE

According to the [United Nations Guiding Principles on Business and Human Rights](#), human rights due diligence is a cyclical process through which businesses identify and assess, take appropriate action to prevent, mitigate and communicate publicly about their actual and potential adverse human rights impacts. Companies are expected to consider and take responsibility for the environmental and social impacts of their operations throughout their value chain, on the basis that they either contribute to, or are directly linked to the adverse impacts through their business relationships. For shipping companies, following the principles set out in the OECD Guidelines and the UNGP would entail taking responsibility for their ships entire life cycle from their initial construction ("cradle") to their eventual decommissioning and disposal ("grave").

A [report](#) by Human Rights Watch and the NGO Shipbreaking Platform denounces that many European shipping companies are sending their end-of-life vessels for scrap in dangerous conditions in Chattogram, Bangladesh. The report reveals how ship owners circumvent international regulations interdicting the export of ships to shipbreaking yards in Bangladesh. Companies reduce costs by exporting ships to countries in South Asia, taking advantage of their permissive labour laws, weak environmental regulations, and poor human rights track records.



17

DESTRUCTION OF NATURAL BARRIER AGAINST RISING SEA LEVELS

The coastal area of Bangladesh contains a rich biodiversity with several species being endemic to the region. However, the coastal environment of Sitakunda, Chattogram is severely contaminated by various processes related to shipbreaking activities. Shipbreaking in Bangladesh has expanded from 3 kilometres in 1988 up to 22 kilometres in 2020. It has expanded its area by cutting down mangroves and destroying the local ecosystem. At least 40,000 mangroves were cut down in 2009 alone to build up shipbreaking yards. Mangroves serve as a natural barrier, protecting the coasts from storms. If they disappear, seawater enters and damages the houses and belongings of local people because of the breaking down of embankments. In 2014, two yards were convicted by the district administration and forest department for destroying coastal forests in Sitakunda, Chattogram. Mostafa (30), a Bengali man who grew up in Sitakunda, remembered how the villagers were complicit in cutting down the mangroves:

"I was part of cutting down trees many years ago as a child. I got 1000 taka to just bind and hold down a forest guard in ropes. I didn't understand then what this meant. We cut down the forests and they are now gone."

During Platform's recent fieldwork (6), workers revealed that yard owners keep cutting down the mangroves to build up new yards. Recently, Kohinoor Steel was responsible for cutting down around 5000 trees, counting for 5 acres of mangrove forest, for the building of a shipbreaking yard without obtaining permission from the Forest Department, which is illegal under Forest Products Transit Rules 2011.

(6) NGO Shipbreaking Platform's fieldwork, February 2023.

RESEARCH & READINGS

2023

Camelia Dewan

The paper provides an in-depth exploration of the complex issues surrounding pollution in the shipbreaking area in Sitakunda. The study looks at pollution not only in specific areas but in the interconnected ecosystems of forests, tides, canals, and rivers, collectively referred to as the "*fluid commons*"; and argues that the pursuit of economic gains, particularly through ship dismantling in cheaper countries, leads to ecological dispossession. This research provides a holistic understanding of the environmental and social impacts of pollution in the shipbreaking area in Sitakunda, emphasizing the interconnectedness of economic, political, and ecological factors.

Toxic residues in fluid commons: More-than-economic dispossession and shipbreaking in coastal Bangladesh

2023

Human Rights Watch - NGO Shipbreaking Platform

The 90-page report "Trading Lives for Profit: How the Shipping Industry Circumvents Regulations to Scrap Toxic Ships on Bangladesh's Beaches" finds that Bangladeshi shipbreaking yards often take shortcuts on safety measures, dump toxic waste directly onto the beach and the surrounding environment, and deny workers living wages, rest, or compensation in case of injuries. The report reveals an entire network used by ship owners to circumvent international regulations prohibiting the export of ships to facilities like those in Bangladesh that do not have adequate environmental or labour protections.

"Trading Lives for Profit: How the Shipping Industry Circumvents Regulations to Scrap Toxic Ships on Bangladesh's Beaches"

OUR REPORTS

NGO Shipbreaking Platform

“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)



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**



Since 2009, around 7751 ships were scrapped in South Asia, causing at least 447 deaths and 393 injuries. The figures on accidents are likely to be much higher. Occupational diseases are not even registered in these statistics and are difficult to monitor.

WE ARE NOW CALLING FOR YOUR SUPPORT TO HELP INJURED WORKERS AND ASBESTOS VICTIMS IN BANGLADESH. CHECK OUT OUR FUNDRAISING CAMPAIGN FOR MORE INFORMATION BY CLICKING [HERE](#) OR ON THE IMAGE BELOW.

FUNDRAISING CAMPAIGN

HELP PROVIDING TREATMENT TO
INJURED WORKERS AND ASBESTOS VICTIMS
IN BANGLADESH



DONATE NOW



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