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www.shipbreakingplatform.org
www.offthebeach.org

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We thank the support of the European Commission for the publication of this report.
Thanks in no small part to the continued efforts of the NGO Shipbreaking Platform and its member organisations, concerned policy makers and companies are increasingly calling for just, sustainable solutions to the global shipbreaking crisis.

Developing countries said no to the dumping of toxic ships at the 10th meeting of the conference of the Parties to the Basel Convention held in Cartagena, Colombia in October 2011. Supported by the UN Special Rapporteur on Toxics and Human Rights and legal experts, such as the Center for International Environmental Law (CIEL), the NGO Shipbreaking Platform successfully voiced its concern in Cartagena that the International Maritime Organisation’s Hong Kong Convention – adopted in 2009, but still not ratified by any country – does not provide an equivalent level of control as that provided by the Basel Convention. Only the Basel Convention can stop toxic ships from being dumped on the beaches of developing countries and effectively hold the polluter responsible for ensuring environmentally sound disposal of hazardous wastes. The majority of the Basel Parties, including the entire African Group and many Latin American countries, thus concluded that the Basel Convention still has a vital role to play in protecting developing countries against ship-borne pollutants.

In Bangladesh, continued efforts by member organisation BELA (Bangladesh Environmental Lawyers Association) in the courts has resulted in national policies now being developed, and the closure of yards that do not meet environmental and workers safety requirements.

But our work is far from over. More than 40 young men lost their lives on the shipbreaking beaches in Bangladesh, India and Pakistan in 2011. More than 200 European ships were sent for breaking on the beaches of South Asia in 2011, and the number of ships broken is expected to peak in 2012. The need for the NGO Shipbreaking Platform to continue to counterbalance arguments from a strong shipping industry not used to being held accountable for its substandard practices is, more than ever, crucial.

To effectively encounter challenges we will be facing in 2012, the Platform welcomes indeed its newest member SDPI (Sustainable Development Policy Institute), based in Islamabad. Strengthening advocacy work in Pakistan will be one of many Platform goals for 2012. In Europe, the Platform has already started building a broader base of support to influence the debates that will be held in the European Parliament and European Council once the European Commission publishes its new legislative proposal on ship recycling in 2012.

With continued commitment from the Platform member organisations globally and increased cooperation with industry leaders, the Platform’s struggle to prevent the human rights abuses and environmental injustice provoked when toxic ships are dumped on developing countries continues in 2012.

Ingvild Jenssen
Director, NGO Shipbreaking Platform
1. WHAT IS SHIPBREAKING?

1.1. THE FACTS

Each year, approximately 800 ocean ships reach the end of their service life and are broken down to recover steel. Yet only a fraction is handled in a safe, sustainable manner. About 80% of all end-of-life ships are simply run ashore on tidal beaches in developing countries such as Bangladesh, India and Pakistan, where unscrupulous shipbreaking companies exploit minimal enforcement of environmental and safety rules to maximize profits.

On the beaches of South Asia, poor and unskilled migrant workers are deployed by the thousands to break down the ships manually, which are often full of toxics such as asbestos, lead, PCBs and heavy metals. Little care is given to worker safety or protection of the environment. The toxics sicken the workers and ravage coastal ecosystems. The muddy sand and shifting grounds of tidal beaches cannot support heavy lifting equipment or safety gear, therefore accidents maim or kill hundreds of workers each year.

The statistics are alarming. The European Commission estimates that 40,000 to 1.3 million tonnes toxics (including 3,000 tonnes of asbestos) on board end-of-life vessels are exported each year to South Asia from the EU alone [1]. In Bangladesh, children under 15 years of age count for 20% of the workforce [2]. There and elsewhere, the total death toll runs into the thousands [3]. Also, miles of protected mangrove trees,

1.3. STATISTICS

THE TOP 10 EUROPEAN “GLOBAL DUMPERS” IN 2011 WERE:

1. Greece (100 ships)
2. Norway (24 ships)
3. UK (13 ships)
4. The Netherlands (12 ships)
5. Germany (11 ships)
6. Italy (9 ships)
7. Cyprus, Switzerland (5 ships each)
8. Bulgaria, Denmark, Romania (4 ships each)
9. Latvia, Lithuania, Poland, Spain, Sweden (3 ships each)
10. Belgium, Finland, Ireland, Slovenia (1 ship each)

The NGO Shipbreaking Platform’s 2011 list shows more than 200 European ships were sent for breaking on the beaches of South Asia last year. In 2011, the top five flags used by European companies were so-called “flags of convenience” as listed by the International Transport Workers Federation, and accounted for 64% of the total (almost two thirds) of flags.
TOP 5 FLAGS OF CONVENIENCE USED BY EU SHIPS IN 2011:

1. Panama (55 times)
2. Liberia (33 times)
3. Bahamas, St Kitts-Nevis (12 times each)
4. Comoros (11 times)
5. Marshall Islands, St Vincent & Grenadines (7 times each)

THE TOP DESTINATIONS OF THESE SHIPS WERE:

India: 69%
Bangladesh: 16%
Pakistan: 15%

1.2. WHAT WE DO

ADVOCACY AND AWARENESS-RAISING ON A GLOBAL SCALE

The NGO Shipbreaking Platform, a global coalition of environmental, human and labour rights organisations (see complete list p6) was formed in 2005 to lead the necessary market and legal reforms needed to put a stop to the unjust practice of dumping toxic ships on the world’s most vulnerable populations. Including NGOs based in the largest shipbreaking countries, India, Bangladesh, and Pakistan, the Platform is the only organisation addressing the shipbreaking issue at the international level.

CALL TO ACTION

The NGO Shipbreaking Platform calls upon the United Nations, the European Union and national governments around the world to set industry standards that will stop dangerous and polluting shipbreaking on the beaches of developing countries.

2. MEMBER ORGANISATIONS

The NGO Shipbreaking Platform has 18 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 environmental justice at a 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 Buckrott, jpbuckrott@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. >www.banasbestosfrance.com
> Contact: Annie Thébaud-Mory, annie.thebaud-mory@wanadoo.fr

BANGLADESH ENVIRONMENTAL LAWYERS ASSOCIATION (BELA) is an advocacy group that monitors and pursues the implementation of laws and regulations to protect the environment. It is considered a pioneer in public interest environmental litigation (PIE). >www.bela-bangla.org
> Contact: Rizwana Hasan, bela@bangla.net

THE BELLONA FOUNDATION is a multi-disciplinary international environmental NGO based in Oslo, Norway. It is a recognized technology and solution oriented, environmental defender with offices on two continents. >www.bellona.org
> Contact: Svenn Søyland, svenn@bellona.no

BANGLADESH INSTITUTE OF LABOUR STUDIES (BILS) props up the endeavours of the labour movement to act in accordance with the labour rights issues and its social actions. >www.bilsbd.org
> Contact: Abu Yousuf Mollah, bills@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. >www.spcorletadder.com
> Contact: Madhumita Dutta, madhuridutta.new@gmail.com

THE EUROPEAN FEDERATION FOR TRANSPORT & ENVIRONMENT is Europe’s principal environmental organisation campaigning on sustainable transport. T&E’s primary focus is on European policy to promote an environmentally sound approach to transport. >www.transportenvironment.org
> Contact: Bill Hommings, bill.hommings@transportenvironment.org

THE INTERNATIONAL FEDERATION OF HUMAN RIGHTS (FIDH) includes 141 national human rights NGOs world-wide. FIDH has a generalist mandate and consequently works on all human rights be they civil, political, economic, social, or cultural rights. >www.fidh.org
> Contact: Elin Wroczniak, ewroczni@fidh.org

GREENPEACE is an international non-governmental organisation working on global and environmental problems. Greenpeace started its shipbreaking campaign by highlighting this environmental and human rights disaster in 1998. >www.greenpeace.org
> Contact: Marietta Harjono, mharjono@greenpeace.nl

THE INTERNATIONAL BANASBESTOS 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. >www.ibas.btinternet.co.uk

LEGAL INITIATIVE FOR FOREST AND ENVIRONMENT (LIFE) is composed of groups of lawyers working to protect areas of vital ecological importance through a unique combination of litigation, investigation, information dissemination, capacity building and supporting campaigns and movements.
> Contact: Ritwick Dutta, ritwickdutta@gmail.com

THE NORTH SEA FOUNDATION is a Dutch NGO, is a lobbying organization with a constructive approach enabling a practical influence to be exerted over the marine environmental policies of governments and user groups. >www.noordzee.nl
> Contact: Mirijn 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. >www.oshebd.org
> Contact: Rapon 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.

SUSTAINABLE DEVELOPMENT POLICY INSTITUTE (SDPI) is an independent research organisation founded in 1992 on the recommendation of the Pakistan National Conservation Strategy (NCS). It focuses on sustainable development, globalisation, environment, education, health and trade. >www.sdpi.org
> Contact: Karwan M. J. Iqbal, karwan@sdpi.org

TOXICS LINK is an Indian NGO working for environmental justice and freedom from toxics. It provides information on the poisons in our environment and bodies and on clean and sustainable alternatives for countries world-wide. >www.toxicolink.org
> Contact: Satish Sinha, satish@toxicolink.org

ypsA, young power in Social action (YPSA) is an organisation that promotes social and sustainable development. It works on issues related to workers rights as well as advocacy work to ensure human rights in the Bangladeshi shipbreaking industry. >www.shipbreakingbd.info and www.yps.org
> Contact: Muhammad Ali Shahin, ypsa@shipbreakingbd.info
3. BOARD MEMBERS & STAFF

3.1. 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. In 2011 the Platform welcomed two new board members, Svend Søyland and Ritwick Dutta. Former Board member Annie Thébaud-Mony pursues her advocacy work at Platform member organisation Ban Asbestos France.

RITWICK DUTTA is an environmental lawyer who has practiced in the Supreme Court of India since 2001. Ritwick coordinates Lawyers Initiative for Forest and Environment (LIFE), which supports grassroots groups across India by helping bring environmental cases to court.

JIM PUCKETT has been an environmental health and justice activist for more than 20 years. He is the founder of Earth Economics and the Basel Action Network program. He has represented civil society within the Basel Convention since its inception in 1989.

MARIETTA HARJONO is a senior campaigner in Greenpeace Netherlands and has been working on the shipbreaking issue since 1998. She now also coordinates Greenpeace’s work on the Probo Koala/Trafigura case.

HELEN PÉRIVIER is qualified as a navigation officer 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.

RIZWANA HASAN is an advocate of the Supreme Court of Bangladesh and Programs Director of Bangladesh Environmental Lawyers Association (BELA). She received the Goldman Prize 2009 for her work on the shipbreaking issue.

MERIJN HOUGE 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 delivering sustainability training courses to naval cadets in the Netherlands.

SVEND SØYLAND holds a Master of Arts in criminology, with a focus on environmental crime. Prior to joining Bellora where he heads work on maritime matters, he worked for the United Nations and the Norwegian Ministry of the Environment.

3.2. STAFF MEMBERS

INGVILD JENSSSEN, Director

MUHAMMAD ALI SHAHIN, Bangladesh Platform Coordinator

DELPHINE REUTER, Research and communication officer
4. A GLOBAL COALITION

MEMBER ORGANISATIONS

1. Basel Action Network (BAN)
2. Ban Asbestos
3. Bangladesh Environmental Lawyers Association (BELA)
4. Bellona
5. Bangladesh Institute of Labour Studies
6. The Corporate Accountability Desk – The Other Media
7. The European Federation for Transport & Environment
8. The International Federation of Human Rights (FIDH)
9. Greenpeace
10. The International Ban Asbestos Secretariat
11. Legal Initiative for Forest and Environment
12. The North Sea Foundation
13. The Bangladesh Occupational Safety, Health and Environment Foundation (OSHE)
14. Prevention of Hazardous Shipbreaking Initiative
15. Sustainable Development Policy Institute (SDPI)
16. Toxics Link
17. Young Power in Social Action (YPSA)
18. The NGO Shipbreaking Platform Secretariat
A) CHITTAGONG, BANGLADESH
Chittagong is located on the southeastern coast of Bangladesh, bordering the Bay of Bengal. According to a 2010 survey by the World Bank, about 20 to 25% of the steel consumed yearly in Bangladesh is provided for by the shipbreaking yards of Chittagong. About 40 shipbreaking yards are in operation there. Some 8-10 of these are owned by large, diversified companies who also own mills where the steel is re-rolled for further use. About 22,000 workers are employed in the yards. The numbers vary greatly according to the seasons.

B) ALANG, INDIA
Alang is the world’s biggest shipbreaking yard with the vast majority of ships ending up on the Indian beaches. In 2011, about 69 percent of the European end-of-life fleet ended up in India – in Alang, Mumbai and Sachana. Due to the global financial crisis and the phase-out of single-hulled ships, more and more ships will be sent for breaking in the years to come, with a big proportion falling on India.

C) GADANI, PAKISTAN
The shipbreaking yards of Gadani are located at the southern end of the province of Balochistan bordering the Arabian Sea, about 40 km west of Karachi. According to the World Bank report, the average output of shipbreaking activities is 500,000 tonnes a year - about a 10% contribution to the yearly steel consumption. The shipbreaking yards in Gadani are the largest industry of the Balochistan province, where it provides employment to about one out of five people. About 25,000 workers are employed in the yards, 75% being migrant workers from Southern Punjab and northern areas of Pakistan. There are about 130 shipbreaking yards in Gadani.

5. SOUTH ASIA

5.1. INTRODUCTION

In 2011 the majority of ships to be broken up were sold to the breaking yards in Alang, India. Even when the shipbreaking industry in South Asia and supporters of the Hong Kong Convention claim that the working conditions are improving in yards, workers continue to lose their lives in accidents that could be prevented. In 2011, 7 workers lost their lives in the shipbreaking yards of Alang, India. In Chittagong, Bangladesh, 15 workers died despite the yards being closed for months following petitions repeatedly filed in court by Platform member organization BELA. In Pakistan, according to Nasir Mansoor from NTUF Pakistan, more than 21 workers died and 150 were injured on the job since June 2011.

5.2. PLATFORM ACHIEVEMENTS

**TOXIC SHIP PROBO KOALA STOPPED BEFORE CAUSING FURTHER HARM**

In May 2011, the Platform was informed that the Probo Koala, a ship that caused an environmental and human rights disaster in the Ivory Coast in August 2006, had been sold for scrapping to a Bangladesh shipbreaking yard. In 2006, the transnational company Trafalgar used the Probo Koala to illegally dump 528 tonnes of toxic waste in Abidjan, the largest city of the Ivory Coast, causing the death of 16 people according to the Ivorian authorities. Through efficient campaigning by member organisations BELA (Bangladesh Environmental Lawyers Association) and later by LIFE in India, the toxic ship was banned by both countries. Today the ship, renamed Hua Feng, is sailing in Chinese waters.

**MESSAGE FROM BELA**

As in the previous years, in 2011 we witnessed significant developments in Bangladesh with regard to shipbreaking. While the government attempted to halt improvements and maintain status quo, the interim exemption of the judiciary allowing import of toxic ships changed when the government categorically failed to frame “adequate and effective” rules in line with the orders of the court. In October 2011 the court thus turned down the 3rd application of the Bangladesh Ship Breakers Association (BSBA) asking permission to import obsolete ships. This refusal by the court reinstated the earlier ban imposed on the import of toxic ships for breaking in Bangladesh until the framing of the rules is finalised. So far, the Supreme Court has not approved any new rules - neither those drafted by the Ministry of Industry, nor those drafted by the Ministry of Environment. Though unprecedented, the sector, until the judiciary endorses one version, now has to deal with two sets of rules that have totally different premises and propose varying institutional set-ups and modalities.

The major concern with the rule framed by the Ministry of Industry is that it largely relies on the non-binding and non-enforceable Hong Kong Convention and the lack of transparency it endorses in the operation of the yards. The proposed rule of the Ministry of Environment bans the breaking of toxic ships, but fails to clearly forbid the import of toxic ships. Both rules fail to require the phasing out of beaching and the conversion to safe and environmentally sound dismantling along piers or in dry docks as is required in Europe, the US and China.

As directed by the Supreme Court, it lays now in the hands of the High Court to ensure that the new national rules on shipbreaking will conform with the High Court’s directions. Until such rules are approved by the High Court, the ban on import of toxic ships is valid and enforceable.

The inconvenient truth is however that despite all these efforts and the clear stand of the highest court of the country condemning the unregulated and illegal mode of operation of the shipbreaking yards, the government continues to fail to require the industry to be compliant with laws that aim to protect workers and the environment. In 2011 the number of reported deaths in the yards rose to 19, which is higher than the deaths reported in the previous year.

In 2012 the fight will be on finalising a set of rules that ensure compliance with the much hailed judgment of 2009 that relies on the Basel Convention and not the Hong Kong Convention. Also, the industry may again face contempt proceedings if they are found importing ships in the absence of a lift of the ban by the court. Despite the blind eyes of the rich exporting countries and the ship owners, the struggle to save human lives from the deadly risks and threats of this industry has not lost its importance and will continue.

Rizwana Hasan
Advocate of the Supreme Court of Bangladesh and Programs Director, BELA
Winner of Goldman Prize 2009
LEGAL BATTLE IN BANGLADESH CONTINUES

Following a successful ban on the import of toxic end-of-life ships in 2010, Platform member organization BELA continued to petition the High Court of Bangladesh to halt the import of ship-borne toxic wastes and to ensure safe and environmentally sound working conditions in the shipbreaking industry. The High Court has the power to stop the entry of toxic ships into Bangladeshi territorial waters by directing authorities to prove the ships do not contain hazardous materials. In June the toxic ship Probo Koala, renamed at the time the Gulf Jash, was prevented from entering Bangladeshi waters following BELA’s actions. BELA also successfully persuaded the Courts to take action when in October 2011 the Ministry of Industry published new ship recycling rules that contradicted the previous orders of the Court. The provisions of the draft rules effectively ignored the legally binding Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal. Bangladeshi and international press has regularly reported on the Court’s ban on toxic ships.

6. CAPACITY BUILDING

6.1. NEW MEMBER ORGANISATION FROM PAKISTAN

Kanwar Iqbal, Research Associate at SDPI, became the local contact for our new Pakistani member organisation SDPI (Sustainable Development Policy Institute). In 2011 Kanwar already organised a seminar on the effects of shipbreaking in Karachi. He is responsible for collecting data, raising awareness around the issue and building local and international ties with relevant organisations.

6.2. NEW WEBSITE LAUNCHED IN 2011

Visit the Platform’s improved website www.shipbreakingplatform.org
7. INTERNATIONAL

7.1. INTRODUCTION

One of the Platform’s objectives is to raise awareness on the environmental and human rights abuses caused by shipbreaking amongst policy and industry stakeholders. The Platform has contributed to discussions at the United Nations, been invited to hold university lectures and presented its views at a number of shipping industry conferences around the world. In 2011 the Platform has seen increasing support for its demands amongst progressive stakeholders, and continues to be approached by companies looking to improve their ship recycling practices.

7.2. PLATFORM ACHIEVEMENTS

OCTOBER 2011 - Cartagena’s COP10 makes history

The 10th conference of Parties to the Basel Convention that took place 17-21 October 2011 in Cartagena, Colombia, marked a decisive step forward in the international debate on transboundary movement of hazardous waste, including on ships sent for breaking in developing countries. The NGO Shipbreaking Platform and the Basel Action Network were present during the meeting and actively contributed to the discussions held in the contact group on ship dismantling. The issue at stake was to evaluate whether the International Maritime Organization’s Hong Kong Convention offers an equivalent level of protection as that provided by the Basel Convention. Prior to the meeting, the Platform sent a “statement of concern” on the non equivalency between the Basel Convention and the Hong Kong Convention to all delegations attending COP10. Available in English, French and Spanish, the letter was signed by more than 75 NGOs and concerned parties around the world. The majority of Parties at COP10 concluded that the two conventions are not equivalent. African nations declared jointly that there is a need for the Basel Convention to retain its competency over end-of-life ships and to reinvigorate the Basel Convention’s work in this regard.

MESSAGE FROM BAN

Parties to the 178 nation member United Nations Basel Convention convened in Cartagena, Colombia in October 2011, not only joined in giving a unanimous re-endorsement of the Basel Ban Amendment to end the export of hazardous wastes to developing countries, but also to strike down the effort by the global shipping industry to hand over the Basel Convention’s control over toxic ships as waste to the far weaker Hong Kong Convention.

The Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships (HKC) was developed by and for the shipping industry at the International Maritime Organization, where the profits of shipping companies seem to trump all concerns for human rights or the environment. While the Basel Convention seeks to cement rules in place (the Basel Ban Amendment) to end all exports of hazardous wastes to developing countries, the HKC actually is designed to do the opposite — to promote the continued use of intertidal beaches and desperate labor forces to conduct one of the most dangerous jobs on earth — the scrapping of massive vessels laden with asbestos, PCBs, heavy metals, and explosive gases and oils.

Currently 90% of the world’s shipping fleet is recycled on the beaches by impoverished migrant laborers, in substandard conditions to enhance the profits of wealthy ship owners— the very type of environmental injustice that the Basel Convention seeks to end. Without a prohibition against this, or even a Prior Informed Consent (PIC) procedure allowing governments to halt a ship export for disposal, or criminal sanctions against violators, or even a binding set of environmental standards for ship scrapping, the HKC in effect seeks to legitimize global cost externalization to, and exploitation of, the world’s poorest communities and fragile ecosystems.

With the resolute position of Latin American and African countries, however, the 10th Conference of the Parties rebuffed the effort of the shipping industry to endorse the HKC. While the shipping interests wanted to pave the way for Basel to cede its competency and scope with respect to controlling toxic ship exportation, the Parties rather did not agree that the HKC provided an “equivalent level of control” to that of the Basel Convention, with many agreeing with the NGO Shipbreaking Platform, and with legal and human rights experts, that this was far from being the case. The Parties moreover agreed that the Basel Convention Secretariat must continue to support Parties in upholding the Basel Convention with respect to ships.

The fight to maintain global environmental justice with respect to the breaking of old ships is far from over however. The next battleground will be in Europe, where a new proposal will be tabled by the European Commission in 2012 to unilaterally remove ships from Basel export controls in European legislation. We remain optimistic that Europe will see that forfeiting good recycling jobs in Europe while exploiting developing countries is not the answer!

Jim Puckett,
Executive Director, BAN
BAN PRESSURES US COMPANIES

BAN continues to closely follow US shipping companies that choose to export their end-of-life ships to the shipbreaking beaches of South Asia. In 2011, the Seattle-based Basel Action Network (BAN) worked with Mexico to uphold Basel rules, forcing Mexico’s state owned oil company PEMEX to abandon sale of four tankers that were likely destined for South Asia. BAN also persuaded Exxon Mobil to recycle its obsolete tanker the S.R. Wilmington in the US. Following the sending of Canadian ferries to Alang, India for breaking, BAN prompted an investigation by Canada’s Competent Authority to the Basel Convention. The investigation confirmed that the Basel procedure called “previous informed consent” (PIC) was not followed in this instance. Further actions are pending.

FEBRUARY 2011 — Ancona, Italy

The Platform took part to a conference organised by the Italian association of naval engineers. The topic of the speech was «The scourge of ship dismantling in Asian countries and European and international consequences. What are the prospects for the development of alternative solutions in Italy?»

MARCH 2011 — Dubai, UAE

The Platform participated to the annual Tradewinds shipping conference. At the conference pictures of the Chittagong shipbreaking yards taken by acclaimed Bangladeshi photographer Saiful Huq Omi were featured.

JULY 2011 — London, UK

The Platform participated to the annual Lloyd’s event on ship recycling in London. The Platform, represented by Board member Merijn Hougee, presented its upcoming corporate campaign.

SEPTEMBER 2011 — Istanbul, Turkey

The Platform participated to the first Global Conference on Safe, Sustainable and Green Jobs in Shipbuilding-Shipbreaking organised jointly by the International Metalworkers Federation (IMF) and the European Metalworkers Federation (EMF) in Istanbul, Turkey. The ILO, OECD and trade union representatives from Europe, Asia and Latin America met to discuss possible strategic links between the shipbuilding and shipbreaking industries. The trade unions share many of the NGO Shipbreaking Platform’s concerns and welcomed continued cooperation. The meeting concluded that a lifecycle approach is needed as well as transfer of good practices, and the trade unions called for “immediate action to ensure the basic right to life as well as decent working conditions”.
8. EUROPE

8.1. INTRODUCTION

The Platform continued to closely follow the development of new European legislation on ship recycling – now expected for 2012. In November, the Platform took part to a workshop organised by the European Commission about the recycling of non-fishing end-of-life vessels. In December the Platform organized a meeting with other Brussels-based environmental NGOs to discuss possible joint action at the European level.

8.2. PLATFORM ACHIEVEMENTS

FEBRUARY 2011 – EXHIBITION AND SPEECH BY THE EU ENVIRONMENT COMMISSIONER

The NGO Shipbreaking Platform organised a photo exhibition at “The Centre” in Brussels featuring the photographs of the Chittagong shipbreaking workers by the Bangladeshi photographer Saiful Huq Omi. The European Commissioner for Environment, Janez Potočnik, gave a keynote speech at the launch of the exhibition, acknowledging the importance of the problem and declaring his “readiness to contribute” to a solution. He said he supported the work of the NGO Shipbreaking Platform and particularly highlighted BELA’s achievements in their long legal battle to get shipbreaking off the beaches of Bangladesh. A petition letter against current shipbreaking practices signed by hundreds of European citizens was handed to Commissioner Janez Potočnik.

MAY 2011 – EXHIBITION IN OSLO

The Platform also organised an exhibition featuring pictures of shipbreaking yards taken in Chittagong, Bangladesh, by Bangladeshi photographer Saiful Huq Omi at DogA, an architecture and design venue in Oslo.

Grazia Cioci, Policy Advisor of the Platform, hands the petition to EU Environment Commissioner Janez Potočnik.
The Platform is grateful for the generous support it has received from its members, the agencies and the charitable organisations mentioned below.

### INCOME 2011

#### RESULT OF THE YEAR

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<td>Dutch Ministry of Economic Affairs Senter</td>
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### EXPENDITURE

#### ACTIVITIES

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#### ADMINISTRATIVE / GENERAL COSTS

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<td><strong>12,624.91</strong></td>
</tr>
</tbody>
</table>

### STAFF / PERSONNEL COSTS

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff / Personnel Costs</td>
<td>135,412.97</td>
</tr>
</tbody>
</table>

**TOTAL EXPENDITURE:** 206,146.35

**NET INCOME:** 10,395.64