



HUMAN RIGHTS AT SEA



# Annual Report

2021/22

Human rights apply at sea,  
as they do on land.

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# Foreword



I am pleased to be able to present our annual report for 2021 -22 to you. The past year has been a successful year of growth, consolidation, and delivery of significant impact.

Unexpectedly, the COVID pandemic dealt a harsh financial blow not just to us but to many other NGOs and charities. It taught us that we had to rapidly diversify, become financially independent and ensure a wide income base.

Set against the background of refining our organisation, we have also focused on trustee and advisory board member recruitment, expansion of our non-profit consultancy arm and undertaking a record number of discreet interventions at state level, much of which has yet to be reported.

Our communications have also been refined over the past year with the launch of a new online presence to better convey our work and messaging. We are now reaching more people than ever with our work.

As we enter our ninth year, our small but dedicated team continues to over-deliver, influence positive changes to support our mission, and maintain a considerable work output. None of this could have been achieved without commitment, loyalty to our cause and ensuring a constant 'see it, fix it' approach is used.

In July 2020, we again expanded our Board of Trustees with three experienced and highly qualified individuals. It is with great pleasure that we welcomed Ruth Crowell, Alex Kemp, and Matthew Vickers to the Human Rights at Sea team, and who collectively bring a wealth of experience from across the public and private sectors.

As we enter our eighth year of operations since our establishment in 2014, the international narrative surrounding 'human rights at sea' continues to be an expanding topic in the UN system, within academia across media and social media platforms, is being taken up by commercial entities, and is being replicated across civil society as well as at state-level.

**David Hammond**  
Chief Executive Officer



Over the past eight years, Human Rights at Sea has made a global impact on maritime human rights. Operating from limited resources, we've focussed on a clear strategy, on maximising our impact by working with partners and on building up a capable and committed team.

This year we launched the Geneva Declaration on Human Rights at Sea as an important framework to support the understanding and enforcement of human rights. We've made significant progress in improving seafarer welfare and in keeping states and industry accountable for their roles and responsibilities.

There is so much more to be done, and as a small yet disproportionately impactful charity, we have so many people to thank. I'd especially like to recognise Fiona Laurence, who has chaired the charity from its earliest days, along with Professor Steven Haines and Rachel Sexton for their extensive guidance and advice as Trustees. Elizabeth Mavropoulou's extensive and multi-faceted contribution to the charity since our inception in 2014 has also been invaluable. I'm pleased to welcome Lord Robin Teverson as our first patron; his close interest and encouragement have been immediately apparent.

We have a wise and well-connected Advisory Board who do so much to increase our intelligence and reach. The support of our partners and funders has been crucial, and we owe John Burton particular thanks for his longstanding generosity and support especially throughout the pandemic.

Above all, on behalf of the Board, I'm grateful to Charlotte, Martyn and David, our founder and CEO, for their energetic, resilient and inspiring work to bring human rights to life at sea.

**Matthew Vickers**  
Chair of Trustees

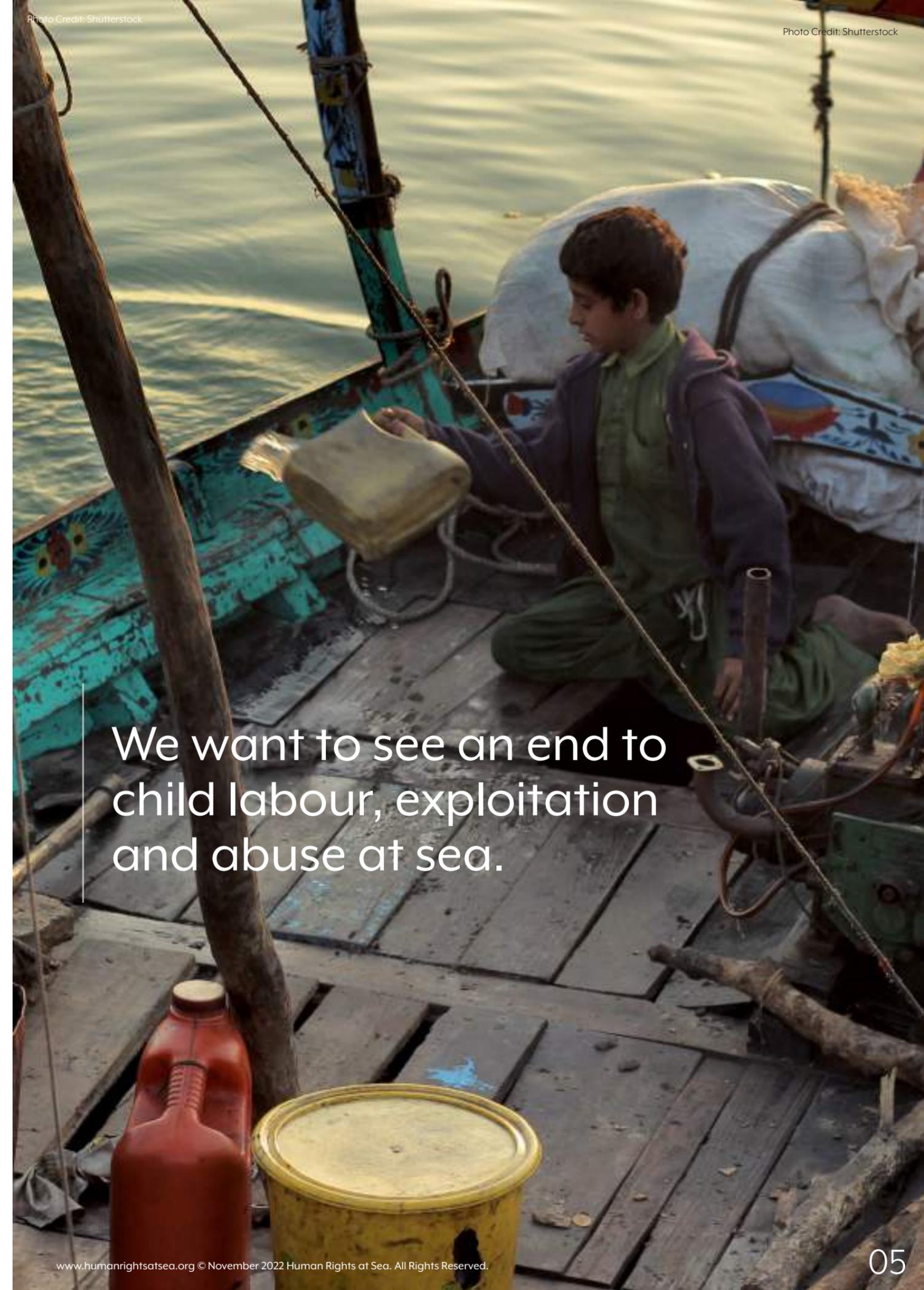
# About Us

Human Rights at Sea was established in 2014 and is a registered charitable incorporated organisation based in the United Kingdom operating globally. For eight years, we have worked to prevent, detect, and remedy human rights abuses at sea.

Last year, we decided to adopt a programmatic approach to our work. By establishing five programmes with clear aims, targets, and work packages, we believe we can deliver on our mission more effectively. Two of our programmes launched last year, whilst the remaining three will be launched in 2023-2024.



Complimentary to our programmatic work, we seek to raise awareness of the issue of human rights at sea with the public and throughout the global maritime environment.



We want to see an end to child labour, exploitation and abuse at sea.

## Mission

- We exist to prevent, detect, and remedy human rights abuses at sea.
- We raise public awareness of abuses at sea and support people at sea to understand their rights.

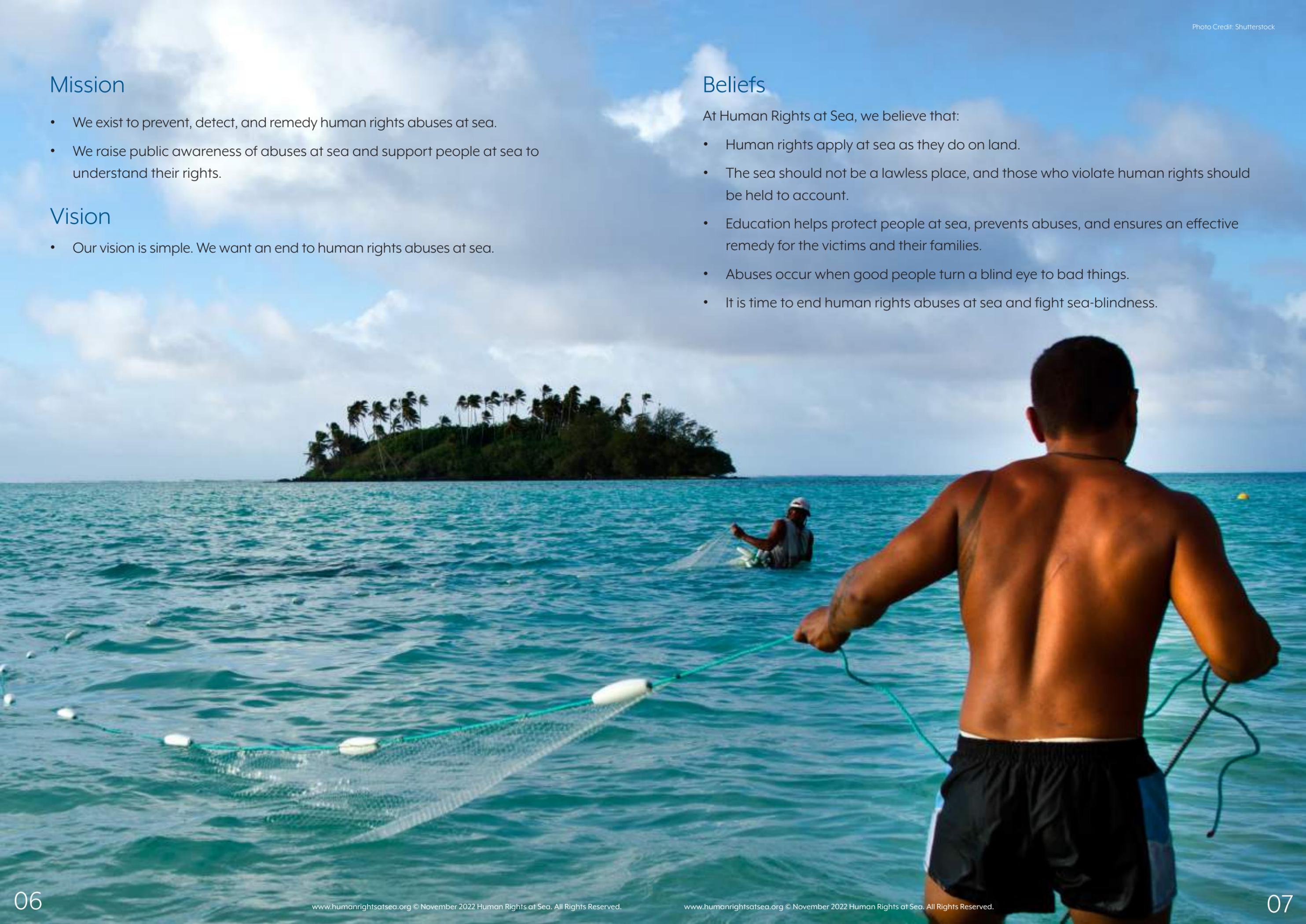
## Vision

- Our vision is simple. We want an end to human rights abuses at sea.

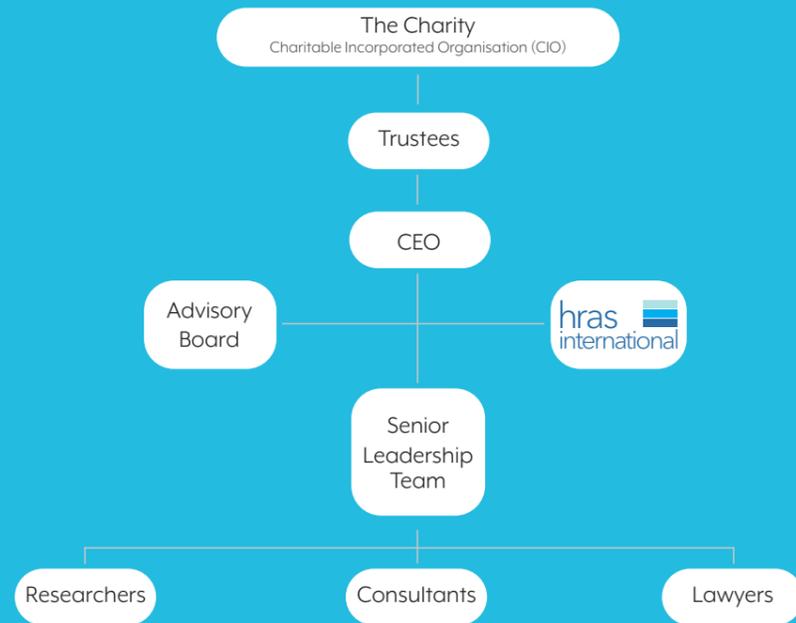
## Beliefs

At Human Rights at Sea, we believe that:

- Human rights apply at sea as they do on land.
- The sea should not be a lawless place, and those who violate human rights should be held to account.
- Education helps protect people at sea, prevents abuses, and ensures an effective remedy for the victims and their families.
- Abuses occur when good people turn a blind eye to bad things.
- It is time to end human rights abuses at sea and fight sea-blindness.



# Charity Structure



# Trustees

We are grateful to our dedicated trustees and thank them for their time and counsel.

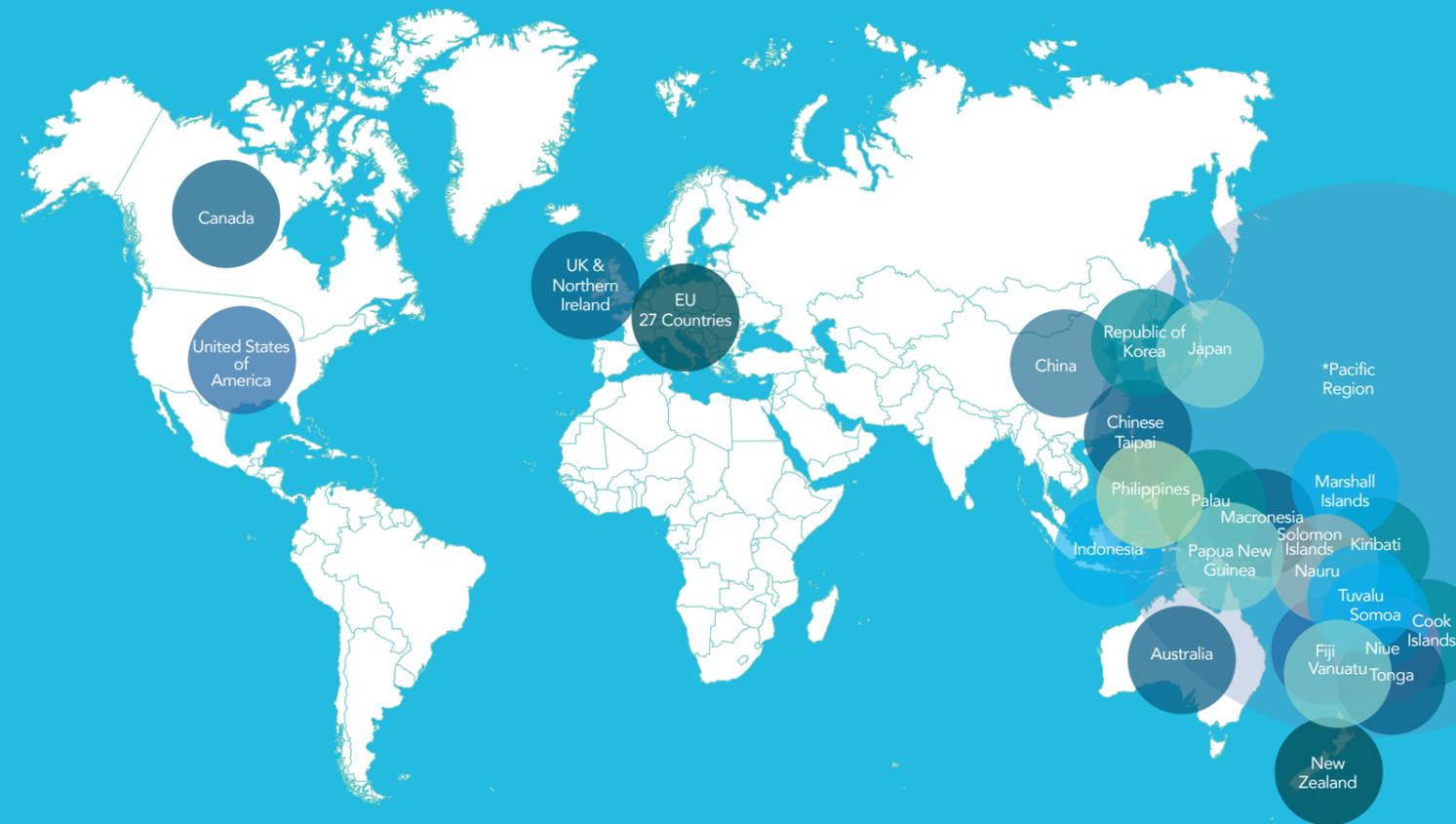
- Matthew Vickers (Chair of Trustees) CEO and Chief Ombudsman at Ombudsman Services
- Ruth Crowell Chief Executive of the LBMA
- Helen Gripton Human Rights and Social Impact Lead at BP
- Alexander Kemp Solicitor and Partner at HFW
- Dr Aidan McQuade, OBE Writer and Independent Human Rights Consultant
- Dr Natalie Klein Professor at UNSW Sydney's Faculty of Law & Justice, Australia
- Mitra Motlagh EMEA lead for Social Impact Partnerships at Meta
- Marika McAdam Independent Consultant and Adviser
- Richard Stavis Managing Partner of Stavis Consulting, LLC
- Steven Haines (Honorary Trustee) Professor of Public International Law in the University of Greenwich

# Advisory Board

We have a non-executive Advisory Board which meets on a regular basis and provides us with support, challenge, and guidance. In addition to this collective role, individual members of the Advisory Board contribute to our projects.

# Impact

We have impacted several States



Since 2014 we have:



In 2021/22 we have:





Donors

# Raising Awareness

## Website Relaunch

Human Rights at Sea's website is one of our main tools for bringing to light human rights abuses at sea and advocating our vision.

This year, we decided that the time was right to develop our website to be bespoke in demonstrating our impact. We wanted to ensure we were accurately reflecting the work we did as clearly and concisely as possible and that our site was as user-friendly as possible.

As a charitable organisation seeking to assist victims of human rights abuses, we have a range of audiences and beneficiaries, including academics, law enforcement, policymakers, maritime stakeholders, and victims and survivors. Our website, therefore, needs to be accessible and of use to each of these audiences. Our messaging has to be clear and straightforward and have a powerful but considered impact and tone. We have worked hard with expert web developers to make sure the platform reflected this.

## In Search of a Safe Haven

**“ We could not take it anymore in Libya; we had to take our chance even if we knew how risky it was. We saw death in our eyes in Libya. The waves were high, water started to come into the boat, the children were crying. ”**

Zentani, A Refugee fleeing Libya

We proudly continued to work with SOS Mediterranee last year, along with the SATA Foundation, to collect testimonies from persons rescued in the Mediterranean Sea.

These powerful and evocative narratives are, at times, hard to read. They represent just eight voices out of the more than 100,000 that are estimated to have crossed the Mediterranean Sea in the last 12 months in search of safety in Europe.

There is a clear and long-standing convention that vessels at sea must assist other vessels in distress, and states must coordinate and cooperate so that people can be rescued at sea and taken to a place of safety without delay. These obligations are consistently ignored by EU states

We shared these testimonies with EU officials, member states, and with Frontex (the European Union’s Border and Coastguard Agency) to make sure that the voices of those who risk their lives to get to safety are not lost, just as the lives of so many refugees fleeing to find safety are lost at sea.

Delivered in partnership with:



Photo Credit: SOSMediterranee



*“The waves were high, water started to come into the boat, the children were crying”*

## Covid-19

The COVID-19 pandemic impacted the world in February 2020, bringing our lives into a new reality that no one had imagined. National lockdowns imposed by governments around the globe to stop the spread of the virus changed everyday life. The maritime world was particularly affected, with extended port closures being imposed around the world. This meant that crew aboard vessels could not leave and could not be swapped out with new crew at the end of their contracts, as usually happens. Instances of conditions akin to forced labour were being experienced.

At the height of the so-called 'crew change crisis', around 400,000 seafarers were stranded, some for more than 11 months. The crew change crisis was rightly declared a humanitarian crisis by the UN Secretary-General in September 2011 and was the first time that the UN SG had explicitly highlighted seafarers' working conditions as both a human rights and humanitarian issue.

Here are quotes from just some of the crews of vessels we helped and that were impacted by the pandemic:

*“ I am master flying Panama flag in Persian Gulf, no salary and no provision for 3 months. We are total 15 crew onboard. during this time I got sick and I need to leave the ship asap for treatment. all crew's mental health is very bad. Owner of the ship doesn't care our situation at all. our ship is at anchor for long, no voyage and we stuck here. please hear us and rescue us from this hell. ”*

*“ One of our crew members has been denied medical care in King Abdullah Port Saoedi-Arabië and Salalah Oman. His basic human rights are violated by this. My company says they are doing all they can, but I doubt if the have informed the Indian Embassies or want to bring it to a political level. As [a single] ship we can't change anything on this worldwide problem that has been going on since the pandemic started last year. Other organisations as IMO, ILO and ITF have not reached any progress with their statements and strong letters. ”*

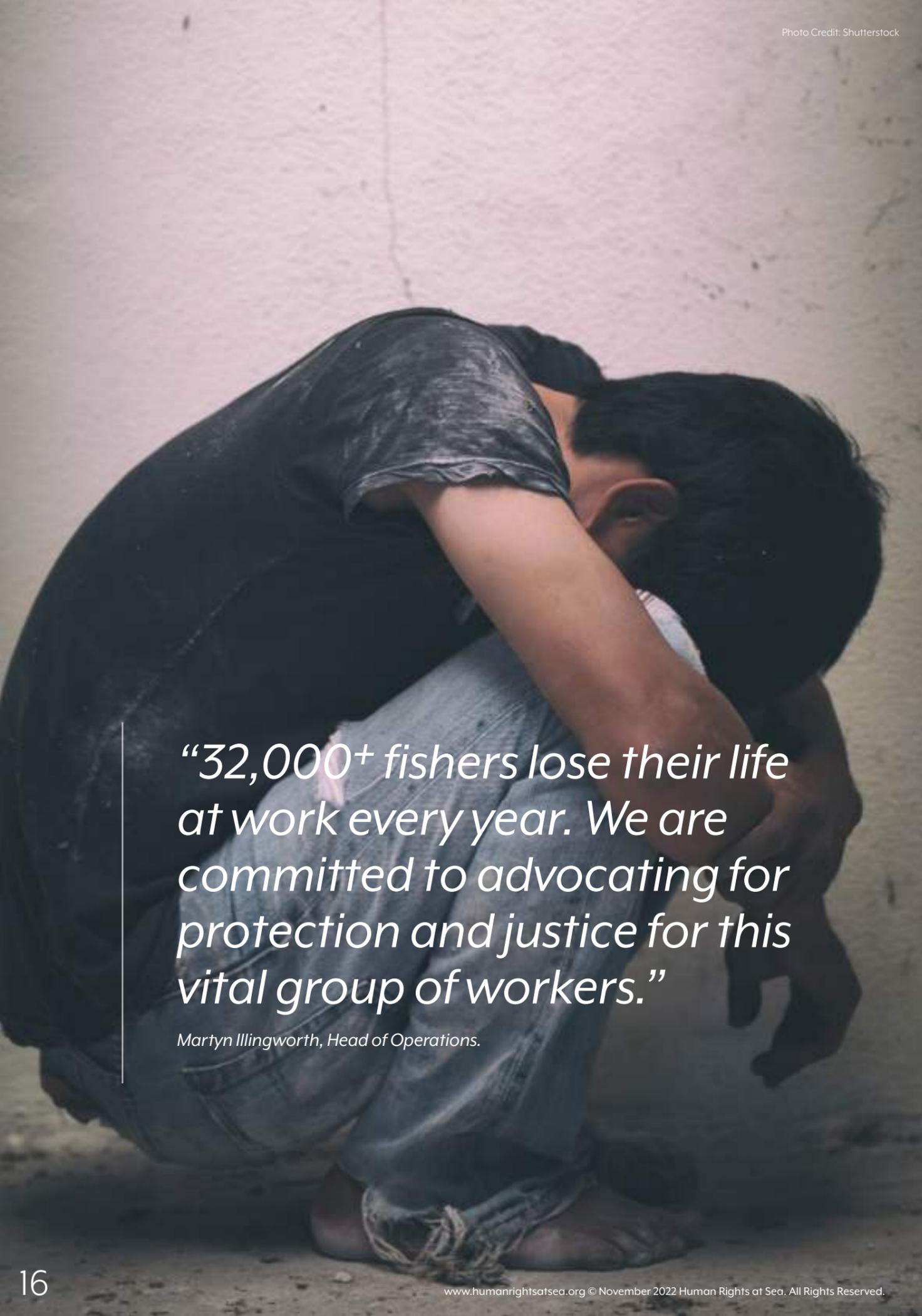
Though the effects of the pandemic were starting to abate in 2021, the lasting impact of the crew change crisis is still being felt. To coincide with Human Rights Day in December 2021, we published a comprehensive review of the impact of the pandemic entitled: “Stamping of Seafarers Rights During the COVID-19 pandemic”.

The report, drafted by researcher and media lead, Abby Williams, identified 10 ways in which the human rights of seafarers were being abused because of the lack of response by states and businesses to the impact of the pandemic on the maritime sector.

We used the report to advocate for a better response by the government and industry to the unique circumstances that seafarers face.



*“His basic human rights are violated by this.”*



*“32,000+ fishers lose their life at work every year. We are committed to advocating for protection and justice for this vital group of workers.”*

*Martyn Illingworth, Head of Operations.*

## Law and Policy



Universal human rights are protected in international law, but their effective enforcement is far from universal. Because of the complexities of ocean governance, the sea is often a place where human rights protections are not enforced.

We believe that updating and developing national and international law and policy where necessary is a crucial step towards preventing and ending human rights abuses at sea.

### What does this programme do?

- **Draft legislation and advocate for its implementation at national and international level.**
- **Work with States to strengthen seafarer welfare provisions.**
- **Work with national and international bodies to develop and strengthen the policy.**
- **Support the development of new case law.**



# Geneva Declaration on Human Rights at Sea



*“As a city very connected to human rights, Geneva is proud to support the Geneva Declaration on Human Rights at Sea. This international declaration is important for the protection of people in international waters. I am happy to witness the realisation of a concept born in Geneva and to have been the first to receive this document”*

Mayor of Geneva Frédérique Perler

The Geneva Declaration on Human Rights at Sea was conceived in March 2019 as a response to the ongoing systematic abuse of human rights at sea. The Declaration combines existing international law into one document and clarifies that international human rights law does not stop at the shoreline.

It is a legally-focused non-binding soft law document giving practical guidance to States on how to ensure that human rights abuses at sea are detected, remedied, and ultimately ended. The overlap of the human rights obligations of flag states, port states, and coastal states are addressed in the Declaration, with cooperation between these parties being encouraged.

After three years of ongoing research, development, and drafting by our Project Team, March 2022 saw the formal launch of the Geneva Declaration on Human Rights at Sea. Members of the Project Team and Human Rights at Sea staff travelled to Geneva and London to launch and present the Declaration to political and policy figures.

**The Declaration is one of our most important pieces of strategic work to date; it brings into effect our founding principle that ‘human rights apply at sea as they do on land’.**



## Crucially, the Declaration is based on our Four Fundamental Principles

- Human rights are universal; they apply at sea, as they do on land.
- All persons at sea, without any distinction, are entitled to their human rights.
- There are no maritime specific reasons for denying human rights at sea.
- All human rights established under both treaty and customary international law must be respected at sea

## Project Team



Prof. Steven Haines  
Professor of Public International Law,  
University of Greenwich



Prof. Irini Papanicopolulu  
Associate Professor of International  
Law, University of Milano-Bicocca



Dr. Sofia Galani  
Assistant Professor Public International  
Law, Panteion University



Prof. Dr. iur. Anna Petrig  
Chair of International and  
Public Law, University of Basel



Dr. Elizabeth Mavropoulou  
Lecturer, University of  
Westminster Law School



David Hammond  
Chief Executive Officer

*“We are incredibly grateful to the project team and the law firms who have supported the development of the Declaration. This is the first time that the human rights of all people at sea have been codified in one document. For far too long, the sea has been a space where those who want to abuse the human rights of people are allowed to do so freely and without consequence. The Declaration will help to stop that.”*

Human Rights at Sea CEO David Hammond

## Maritime Levy Campaign

Vessels using ports are charged fees, known as a levy, by the country where the port is located. We believe that just a small part of this income, which can be considerable per vessel, should be used to support the welfare of seafarers by funding on-shore port-based facilities and services. These facilities include rest-centres, medical facilities, IT and phone access, and chaplain services. Seafarers can often be at sea for months at a time, so port facilities and services such as these are highly valued by those who use them.

In July 2021, New Zealand, the first country we targeted with our Maritime Levy Campaign, brought into legislation an update that by 2024 will ensure that port-based facilities and services receive sustainable funding from the maritime levy collected by the government.

This change meant that around 130,000 crew who pass through the ports of New Zealand would be able to access essential welfare services and facilities whilst in port.

Importantly, the legislative change in New Zealand set an international precedent for levy funds to benefit shore-based seafarers' welfare and so last year, we turned our attention to replicating similar changes in Australia which could positively affect over 200,000 seafarers each year.

With a minimal legislative amendment, seafarers' welfare can be significantly improved, and Australia can ensure it complies with international regulations. A new government took office in Australia in May 2022. We are working closely with them and other stakeholders to drive forward this innovative project that will benefit hundreds of thousands of seafarers annually.

## UK Parliament UNCLOS Inquiry

In June 2021, Human Rights at Sea Patron Lord Teverson of Tregony asked the first parliamentary question about human rights at sea. That question and subsequent ones from Lord Admiral West, the former First Sea Lord, Baroness Bennett, the former leader of the Green Party and Lord Collins, the former General Secretary of the Labour Party, amongst others, framed the issue of human rights at sea and placed it firmly on the UK Parliament's agenda.

In October 2021, the International Relations and Defence Committee opened an inquiry into the operation of the United Nations Convention on the Law of the Sea (UNCLOS). The inquiry looked at to what extent the convention was fit for purpose in the modern era and what aspects of maritime life were absent from the convention.

The Committee heard evidence from a range of stakeholders, including two of our trustees, Professor Steven Haines and Professor Natalie Klein, a member of our Advisory Board, Professor Sir Malcolm Evans, as well as two members of the Geneva Declaration project Team, Professor Anna Petrig and Dr Sofia Galani.

The inquiry concluded, and its report published in March 2022 highlighted the fact that unless the convention is supplemented to address its shortfalls, it cannot be said to be fit for purpose. One of the most significant shortfalls the report identified was the absence of any substantive and explicit provisions within UNCLOS relating to the human and labour rights of people at sea. The report dedicated an entire chapter to the issue of human rights at sea and made a series of recommendations to the UK Government. Chief amongst these recommendations was that the government should formally recognise our founding principle, that human rights apply at sea as they do on land.

The Committee also recognised the Geneva Declaration of Human Rights as Sea as a potential solution to the current complexities faced by victims of human rights abuses at sea.

**“ We are heartened that the committee has made such a thorough study of the issue of human rights at sea, and agree with its recommendations. We call upon the UK government to work with states and stakeholders to address the issues that the committee raises, the very same issues we have been campaigning on for the past 8 years. ”**

Martyn Illingworth, Head of Operations

**We ask that in its response to this report, the government confirms that it considers international human rights law to apply equally at sea as it does on land, and to commit to taking a clear and unequivocal position on this both domestically and internationally.**

Recommendation of the International Relations and Defence Committee of the UK Parliament



# Access to Justice

The seas are not policed in the same way that the land is, and the laws which apply to vessels at sea are complicated and often not clear.

This means that if, whilst at sea, you fall victim to a crime or abuse of your human rights, getting access to justice can be much harder.

## What does this programme do?

- **Support individuals to secure access to justice.**
- **Investigate allegations of abuse and hold perpetrators and States to account.**
- **Support victims of abuse to understand their rights and what to do when they are violated.**
- **Develop innovative ways for victims to obtain justice.**

## Investigations and Case Work

Though we are not a welfare organisation, we frequently are contacted by seafarers who are facing human rights abuses. Much of this work is understandably confidential. We investigate allegations of abuse, hold perpetrators to account, and support victims to obtain justice, usually through arranging pro-bono legal representation for them in their home country or the flag state of the relevant vessel. As we are victim-led, not all of our investigations are put into the public domain. Victims have the right to anonymity, and to avoid being blacklisted by crew agencies or maritime companies, it is not surprising that many victims do not seek publicity.



Photo Credit: Shutterstock

## Arbitration



Elise Edson  
Sherman and Sterling  
Counsel



Alex Marcopoulos  
Sherman and Sterling  
Counsel



Our founding principle, **'human rights apply at sea as they do on land'**, means that every individual at sea should have the same access to fundamental rights protections as those on land, but often, they do not, and what happens at sea invariably stays at sea.

When a person's rights are abused, obtaining justice can come at a prohibitively high cost, which leads many abuse victims and their families simply unable to access and achieve justice.

In partnership with the international arbitration practice of global law firm Shearman & Sterling LLP, we have been developing an innovative arbitration mechanism that will allow victims of human rights abuse at sea to obtain justice swiftly, effectively, and without cost to themselves.

Last year saw new developments in refining this vitally important joint initiative for establishing a new and innovative route to an effective remedy for victims of abuse at sea. We continued to build the essential components of the scheme and share the concept with as wide an audience as possible.

In June 2021, the United Nations World Ocean Day theme was "Ocean: Life and Livelihoods". To mark the occasion, we, along with Shearman & Sterling LLP, held a webinar entitled "Confronting the Human Rights Crisis in Fisheries: How Arbitration Can Improve Fishers' Access to Justice".

Later in year two, the project team, Elise Edson and Alex Marcopoulos published an article for the International Bar Association titled 'A new initiative for the arbitration of human rights abuses at sea'. The article highlighted the use of arbitration to enforce against abuses in the supply chain and, in turn, strengthen our work on the arbitration model and international tribunal.

Providing all victims of human rights abuse at sea with access to a fair and adapted legal process is a priority for Human Rights at Sea. This initiative will continue to drive forward the mechanisms required to resolve human rights abuse disputes.

## Ukraine



After the sudden Russian invasion of Ukraine in February 2022, civilian vessels were caught in the Black Sea, resulting in seafarers being quite literally caught in the crossfire.

With initial news that an estimated 1500 seafarers were left stranded, some without water, electricity and basic human fundamentals, we knew we had to act immediately. Human Rights at Sea deployed to Ukraine to understand the situation that was unfolding and ensure that seafarers were not forgotten about in the fog of war.

We met with and reported on abandoned seafarers and key maritime community stakeholders to better understand the threatening situation in the ports of Ukraine and to assist in protecting the seafarers' human rights regardless of their nationality.

In addition to this early work on the ground, we continued to advocate on behalf of seafarers caught up in the conflict.

We worked with InterManager to lobby the International Maritime Organisation (the UN agency responsible for the safety and security of shipping) ahead of its extraordinary session in March 2022 to address the unfolding crisis in the Black Sea and Sea of Azov. We also published expert commentary throughout the year on the issues of at-sea humanitarian corridors, the effects of placing mines on busy shipping lanes and the effects of blockades.

**“For the ports, like Mykolaiv, it is also not a good situation because for the last several days, the boats have been damaged by the missiles, and port infrastructure has been damaged.”**

Evgeniy Sukachev, Ukrainian Maritime Bar Association

We continue to work closely with in-country stakeholders, including lawyers, welfare organisations and international organisations, in collating evidence of war crimes and human rights abuses affecting those within the maritime supply chain.

**“[We have] fear of indiscriminate bombardment from the sea, of Russian amphibious landings, of running out of provisions, of being left behind.”**

Testimony from Chief Officer aboard a vessel stuck in port in Ukraine

An estimated 1500 seafarers were left stranded, some without water, electricity and basic human fundamentals

# Human Rights at Sea Accounts

## Income 1 June 2021 - 31 May 2022

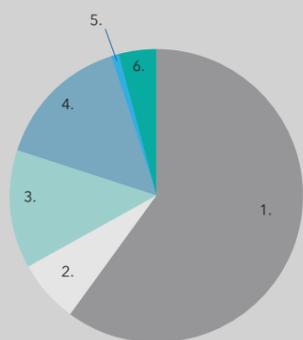
### TOTAL INCOME

Total Income	£296,299
<b>TOTAL</b>	<b>£296,299</b>

## Expenditure 1 June 2021 - 31 May 2022

### FRONTLINE COSTS

1. Salaries	£167,182
2. Social Security, Benefits & Pensions	£18,421
3. Travel Costs	£31,095
4. Programme Costs	£45,510
5. Sub Grants & Donations	£1,015
6. Publications & Promotional Costs	£8,378
<b>TOTAL</b>	<b>£271,601</b>

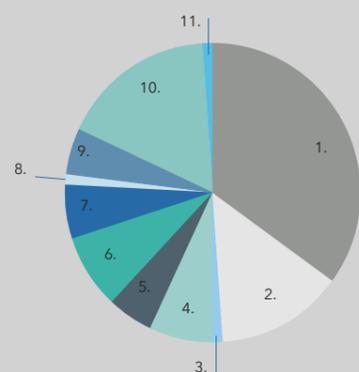


### TOTAL COSTS

Support Costs	£51,985
Frontline Costs	£271,601
<b>TOTAL EXPENDITURE</b>	<b>£323,586</b>

### SUPPORT COSTS

1. I.T & Telephone Costs	£18,651
2. Staff Training	£6,899
3. Interest	£583
4. Amortisation & Depreciation Costs	£3,819
5. Virtual Office Costs	£2,410
6. Insurance Costs	£4,376
7. Postage & Stationary	£3,107
8. Membership Fees	£590
9. Accounting costs	£2,503
10. Legal Costs	£8,757
11. Sundries	£290
<b>TOTAL</b>	<b>£51,985</b>



**TOTAL DEFICIT** £54,287 This was a planned deficit and necessary to ensure programmatic delivery.

**Please note** that the classifications of expenditure in this summary are different from the statutory annual accounts. This is done to allow for a better understanding of which costs are front line (i.e. directly in advancement of the charities mission), and which are support costs.

# Human Rights at Sea International

## Consultancy Service to the Maritime Community

We operate a not-for-profit consultancy specialising in working with forward-thinking states, businesses, and third sector organisations globally, supporting them to raise and protect human rights standards.

### Our service offering includes:

- Human rights due diligence
- Social license to operate
- Human rights risk assessments, reviews, and audits
- Serious case reviews and investigations
- Training design and delivery
- Business partnering packages
- Discreet advisory services

 [www.hراسi.org](http://www.hراسi.org)

 [enquiries@hrasi.org](mailto:enquiries@hrasi.org)



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international

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# Thank You

From our Patron  
Lord Robin Teverson of Tregony:

I am honoured and humbled to be part of the Human Rights at Sea team as Patron of this remarkable Charity. It is both an honour and a privilege to support them in order to ensure that victims of human rights abuses at sea have a voice and access to justice and, along with strong partnerships, we will continue to bring this issue to light.

The pandemic proved that together with volunteers, supporters, and professionals, we are strong, flexible and resilient. Human Rights at Sea have already accomplished so much and are in a position to be even more ambitious, and I have no doubt that we will drive forward and will continue to achieve incredible things.

**Lord Robin Teverson of Tregony**  
Patron



Photo Credit: Shutterstock

Human Rights at Sea is a Registered Charity in England and Wales No. 1161673. The organisation has been independently developed for the benefit of the international community for matters and issues concerning human rights in the maritime environment.

Its aim is to explicitly raise awareness, implementation and accountability of human rights provisions throughout the maritime environment, especially where they are currently absent, ignored or being abused.

# Who We Are

## Background

**Human Rights at Sea was established in April 2014. It was founded as an initiative to explore issues of maritime human rights development, review associated policies and legislation, and to undertake independent investigations of abuses at sea. It rapidly grew beyond all expectations and for reasons of governance it became a registered charity under the UK Charity Commission in 2015.**

Today, the charity is an established, regulated and independent registered non-profit organisation based on the south coast of the United Kingdom. It undertakes **Research, Advocacy, Investigation and Lobbying** specifically for human rights issues in the maritime environment, including contributing to support for the human element that underpins the global maritime and fishing industries.

The charity works internationally with all individuals, commercial and maritime community organisations that have similar objectives as ourselves, including all the principal maritime welfare organisations.

## Our Mission

To explicitly raise awareness, implementation and accountability of human rights provisions throughout the maritime environment, especially where they are currently absent, ignored or being abused.

## Stay in Contact



We welcome any questions, comments or suggestions. Please send your feedback to:  
Human Rights at Sea, VBS Langstone Technology Park, Langstone Road, Havant. PO9 1SA. UK



Email: [enquiries@humanrightsatsea.org](mailto:enquiries@humanrightsatsea.org)



[www.humanrightsatsea.org](http://www.humanrightsatsea.org)



<https://www.humanrightsatsea.org/donate>

As an independent charity, Human Rights at Sea relies on public donations, commercial philanthropy and grant support to continue delivering its work globally.



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**LINKEDIN**  
<https://www.linkedin.com/company/human-rights-at-sea/>

OUR CONSULTANCY. INSTRUCT US

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international  
[www.hراسi.org](http://www.hراسi.org)  
International Maritime  
Human Rights Consultancy

We are promoting and supporting:



Proud to be 'Green'

All of our publications are printed on FSC certified paper so you can be confident that we aren't harming the world's forests. The Forest Stewardship Council (FSC) is an international non-profit organisation dedicated to promoting responsible forestry all over the world to ensure they meet the highest environmental and social standards by protecting wildlife habitat and respecting the rights of indigenous local communities.



HUMAN RIGHTS AT SEA



We urgently need your donations  
<https://www.humanrightsatsea.org/donate>

[www.humanrightsatsea.org](http://www.humanrightsatsea.org) #humanrightsatsea

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