

GREENPEACE
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Binu Jacob

*Executive Director,
Greenpeace India*

FROM THE EXECUTIVE DIRECTOR'S DESK

When The sea, the land, and the conscience of the people remember what corporations and power choose to forget.

When the MSC Elsa-3 sank, it left behind more than wreckage; it left a reckoning. Containers of chemicals, fuel, and plastic pellets ruptured into the sea, poisoning the waters that thousands depend on for life and work. Within days, our teams stood alongside fishers on the beaches, collecting samples, tracing oil slicks, and **demanding the truth that had been kept from the public. What was on that ship? Who will pay for the harm?**

This was not a distant disaster. It was a mirror held up to reflect our times: **profit sails free, while people are left to clean the tide.** Yet even in the wreckage, there was resistance. Fishers mapped the spread of pollution. Volunteers documented loss. Civil society came together with coastal communities to demand transparency and reparations. Their persistence led to a rare victory: the Kerala High Court ordered ₹1,227.62 crore (approximately \$147 million) as an interim security deposit in this case. It was a step toward accountability, and a reminder that justice moves when people do.

While our ocean work unfolded in the south, our work in Delhi came full circle. The heatwave had eased, but its lessons stayed with us. Our Park and Water Audits, released this quarter, became a reckoning. They confirmed what residents had been saying all summer: the city's cooling commons are vanishing. The research revealed how uneven access to shade and water deepens climate inequality in our cities. Our Death and Degree report established a relationship between death and heat in scorched Delhi. This research marked the close of the Delhi Rising campaign. They were a record of what people endured, but also a demand for what must change before the next summer arrives.

These stories — of a sea made toxic and a city made unlivable — are not separate. They are bound by the same question: **who carries the cost of the climate crisis?** And every answer so far has come not from the top, but from the ground: from fishers, workers, students, and volunteers who rebuild and reimagine what negligence breaks. Governments and corporations must take responsibility: to prevent pollution, to protect commons, and to plan for a world already reshaped by heat and loss.

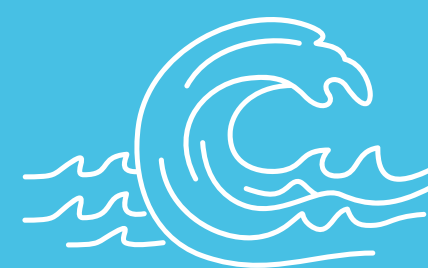
In the months ahead, we are carrying these lessons forward through City Forward Imaginarium: a campaign that invites citizens to reimagine what cities could look like if they were built on care, equity, and imagination. Cities where blue and green spaces are prioritised, mobility is just, public spaces stay clean, and every life is worth the same protection.

But imagination alone cannot shoulder the weight of survival. People have done what they could. It is time for those in power to do what they must. Climate adaptation and resilience cannot remain the burden of citizens; they must become the responsibility of the state. Justice will only be real when the systems meant to protect us act with the same urgency that people already live with.

The call is clear: **polluters must pay.** Until that happens, we will stand with those who already are—side by side, tide by tide, city by city—pushing for a world where care is policy, and resilience is not an act of survival, but a right upheld by power. **We will remember what they would rather we forget.**

WHO PAYS FOR A WRECKED COASTLINE? THE FIGHT FOR ACCOUNTABILITY AFTER MSC ELSA-3 SHIPWRECK

OCEANS



When the MSC ELSA-3 sank off the Kerala coast in May 2025, it was coastal communities who first saw the disaster unfold: nurdles, oil sheen, broken containers and debris washing ashore along nearly 120 km. We spoke with fishers who reported damaged nets, fuel contamination, and an abrupt collapse in catch. Hundreds of households were pushed into debt within weeks. Volunteers mapped the spill, documented losses and demanded answers about the ship's undeclared hazardous cargo: over 640 containers, including calcium carbide and other dangerous materials.

Standing with them, Greenpeace India documented the scale of impact and amplified what people on the shore were already calling out: a systemic failure to disclose cargo, to provide transparent clean-up plans, and to ensure that those affected were not left to carry the cost. Findings from the ground shaped our July Issue Brief. A day earlier, more than 80 people including fishers, youth, and coastal residents, took to the waters with a floating banner asking the question echoing across the region: Who pays for the wreck? It was a moment that cut through silence and reminded the country that coastal rights cannot be sidelined.



In the weeks that followed, Greenpeace India met key Kerala ministers and legislators with the findings, while public pressure grew. New data from our Wrecked Futures report revealed families in Pulluvila losing up to ₹29,000 a month, contradicting MSC's attempt to limit liability to ₹132 crore.

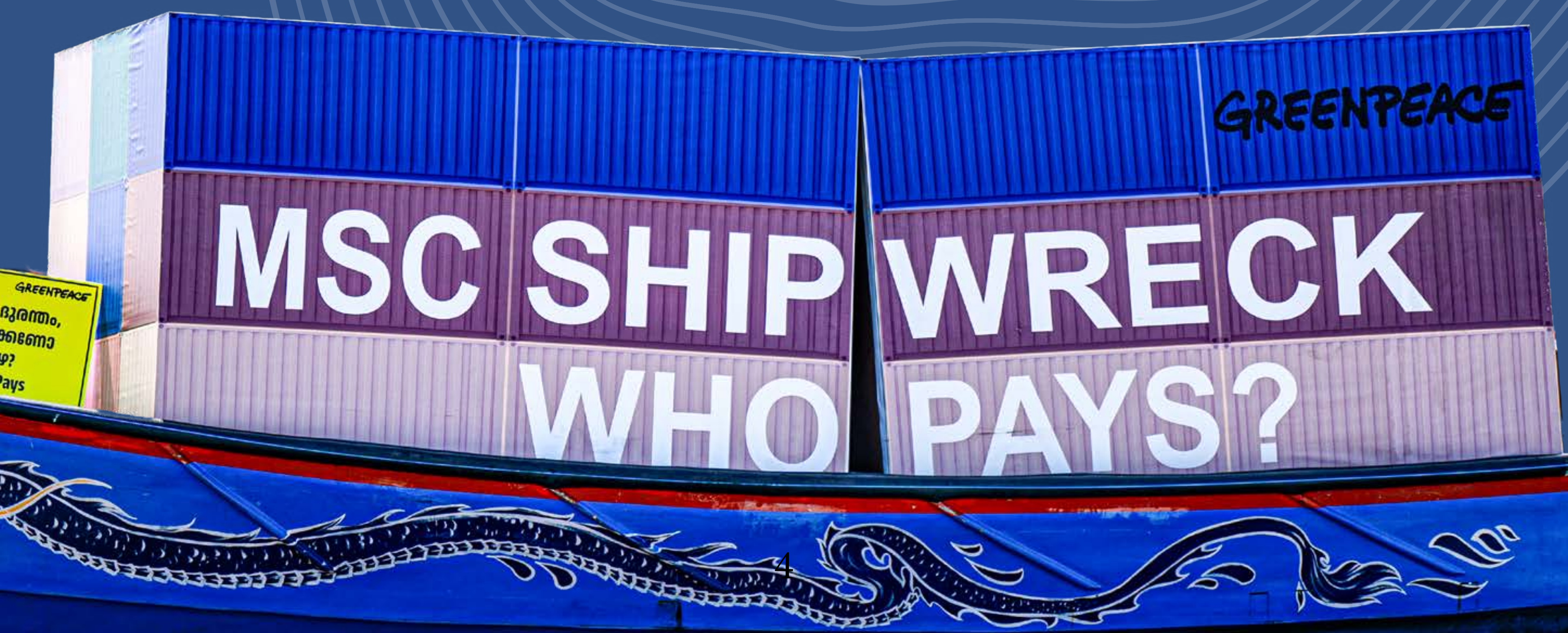
Across Kerala, communities, civil society groups, and volunteers kept the pressure alive through flotilla protests, postcard campaigns, and direct appeals to authorities. Greenpeace India's role has been to support these demands and strengthen a simple principle already voiced on the water: the polluter must pay.

On September 25, the Kerala High Court ordered MSC to deposit ₹1,227.62 crore as a security amount, linked to the arrest of one of its vessels, a landmark step toward ensuring claims are not evaded.

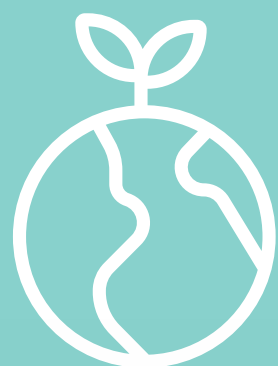


No Time to Waste

See the full story in our photoblog



CLIMATE JUSTICE



DEATH AND DEGREE: HEAT AND MORTALITY IN DELHI

This analysis examines how deadly heat intersects with inequality in the capital, tracing the link between temperature spikes and mortality. The findings strengthen our call for recognising heatwaves as disasters and building systems where access to shade, water, and care are guaranteed rights—not privileges.

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DATA: FOR THE PEOPLE, BY THE PEOPLE

In Delhi, Greenpeace India's Park and Water Audits revealed the human cost of urban heat. Eight in ten parks were locked during peak heat hours, while families in informal settlements spent up to 15% of their monthly income on water. Co-created with students and volunteers, the findings turned citizen data into policy evidence—making adaptation measurable and justice visible.

**Park
Audit**

**Water
Audit**



CITY FORWARD IMAGINARIUM: CITIES THAT LISTEN

Executed in Delhi, Bengaluru, Kozhikode, and Mysuru, and coming to your city soon, the City Forward Imaginarium invites citizens to imagine cities built on care and sustainability. From students to urban planners, participants mapped ideas for mobility, housing, and public spaces, thus seeding the vision for our next campaigns on urban justice and resilience.



URBAN MOBILITY



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WILDLIFE CONSERVATION

The return of endangered turtles in the Ganga

Red-crowned roofed turtles, with tacking tags, have been released into the river where they were once found in abundance.

Manish Chandra Mishra

Jul 02, 2025 · 07:30 pm

SOURCE: <https://scroll.in>

NATIONAL NEWS



Between July and September, India's environmental reality deepened its warning. In **Punjab**, floods submerged over 1,400 villages and 3 lakh acres of farmland, while the **Yamuna's overflow** forced mass evacuations in Delhi, showing how volatile the monsoon has become in a warming world. Meanwhile, the **Environment Audit Rules, 2025**, notified on August 29, introduced mandatory independent audits and public disclosure for industries, which is an important step for transparency. On the global stage, the world's highest court issued its **landmark advisory** opinion in July 2025, that nations who fail to curb fossil fuels could be ordered to pay reparations. In some good news, the red-crowned roofed turtle or **batagur kachuga**, which was almost on the verge of extinction in the Ganga river, has made a comeback after 30 years.





NATIONS URGED TO BEGIN HIGH SEAS SANCTUARIES AS OCEAN TREATY COMES TO LIFE



**A WORD
FROM
ACROSS
THE
WORLD**

The Global Ocean Treaty reached a defining milestone this September as it secured its 60th ratification, setting it on course to enter into force in January 2026. Greenpeace has called on governments to move swiftly from signatures to action by designating high-seas sanctuaries that protect marine life beyond borders. India, though a signatory, has yet to complete ratification, a step that will be crucial if it is to participate fully in shaping global ocean governance and the creation of future marine sanctuaries.

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ANISH KAPOOR'S 'BUTCHERED' ON A NORTH SEA RIG

Anish Kapoor's monumental installation, unveiled by Greenpeace activists on a decommissioned North Sea gas rig, captured one word: 'BUTCHERED'. The work condemned fossil-fuel destruction and turned an industrial relic into a public act of resistance.

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**A WORD
FROM
ACROSS
THE
WORLD**



On the global front, the world moved one step closer to ocean justice. More than 60 nations ratified the High Seas Treaty, paving the way for it to enter into force next year. After two decades of relentless campaigning by Greenpeace and allies, the treaty will make it possible to create vast ocean sanctuaries beyond national borders, hence protecting marine life from industrial exploitation and climate collapse.

IMPACT BOX





At home, in the South, fisher resistance combined with Greenpeace India's legal advocacy helped prompt the Kerala High Court to order a ₹1,227 crore security deposit from Mediterranean Shipping Company (MSC) in connection with the shipwreck of the MSC ELSA-3, making this one of the largest corporate-liability rulings in India. This amount is a sharp rebuke to the company's earlier attempt to cap its liability at just ₹132 crore. Greenpeace India's Issue Brief and Wrecked Futures report had already dismantled MSC's claims of there being no significant damage by documenting the full scale of environmental loss and debt-ridden distress in coastal communities. The court's order, while only a step toward justice, marked a turning point in India's fight for corporate accountability at sea.



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Greenpeace Office-

Bangalore:

Greenpeace Environment Trust

#142, First Floor, 2nd Main, 2nd Cross, Domlur 2nd stage

Bangalore Karnataka - 560038

Chennai:

No. 49/23, 2nd Cross Street, Ellaiamman Colony, Gopalapuram,
Chennai - 600 086

T: 1800 425 4594

(Monday to Friday, 10:00am to 06:00pm)

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Binu Jacob, Executive Director (Honorary) for
Greenpeace Environment Trust

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