

AP Moller Maersk
Constant Care for the Environment

Tom Peter Blankestijn
External Affairs
Global project leader Ship Recycling

EU Green Week
Brussels
13 June 2007



Corporate Responsibility

Ship-recycling

Standard Operating Procedures



This is how beaching would look like in the Netherlands



No this is not our company policy

Ship-recycling: General Overview

Pre - delivery stage

1. Sales activities
2. Preparations for phase-out
 - Head office
3. Preparations for phase-out
 - Crew on board
4. On shore/ Vessel husbandry - Agents
 - Agents

Post - delivery stage

5. Supervision of phase-out
 - Head office
6. Supervision of activities at shipyard
 - Superintendent
7. Sales activities after delivery
 - Head office

Preparations for phase-out

Technical department Head Office

Pre - delivery stage

- 1. Ship still in service**
 - ordering pre-cleaning of tanks
- 2. Ship during last round voyage**
 - radiation survey
 - toxic list
 - Asbestos list (ACM)
- 3. Completion of ship recycling plan**
- 4. Ship on its way to recycle-shipyard**

Preparations for phase-out - Crew

Pre - delivery stage

- 1. Ship still in service**
 - precleaning of tanks
- 2. Ship during last round voyage**
 - toxic list
 - Asbestos list (ACM)
- 3. Ship on its way to recycle-shipyard**
 - Marking ACM
 - Removal of hazardous materials
- 4. Crew leaves ship (delivery)**

Supervision of activities at shipyard - Superintendent (1)

Post - delivery stage

1. Pre-demolition cleaning (5 weeks) on the basis of ship recycling plan

- Tank cleaning**
- Asbestos removal**
- Refrigerant recovery**
- Remaining hazardous materials**
- Insulation**
- Electric cable removal**

2. Pre-cleaning confirmation certificate



P&O Nedlloyd

Supervision of activities at shipyard - Superintendent (2)

Post - delivery stage

3. Demolition (8 weeks)

- Supervision of Human Safety, Health & Environment (HSE) Aspect

4. Waste management

- All products processed according to local laws and against minimum A.P. Moller Maersk standards

5. Certificate of Recycling



List of Recycled Ships

1. MV "Texas"	22nd September, 2000	
2. MV "P&O Nedlloyd Napier"	29th September, 2000	
3. MV "Marin"	7th January, 2002	
4. MV "Argentina Star"	22nd February, 2002	
5. MV "Ariake"	23rd March, 2002	
6. MV "P&O Nedlloyd Tauranga"	30th April, 2002	
7. MV "Mairangi Bay"	7th June, 2002	
8. MV "Press"	10th June, 2002	
9. MV "P&O Nedlloyd Luanda"	17th June, 2002	
10. MV "Palliser Bay"	12th August, 2002	
11. MV "Resolution Bay"	16th September, 2002	
12. MV "Pegasus Bay"	19th October, 2002	
13. MV "Nedlloyd Hoorn"	22nd October, 2002	
14. MV "New Zealand Pacific"	11th November, 2002	
15. MV "P&O Nedlloyd Lyttelton"	27th December, 2002	(Xinhua)
16. MV "Sydney Star"	21st January, 2003	
17. MV "Queensland Star"	10th February, 2003	
18. MV "Melbourne Star"	12th February, 2003	
19. MV "America Star"	21st February, 2003	(Xinhua)
20. MV "Taranaki"	23rd February, 2006	
21. MV "Nina"	20th April, 2006	
22. MV "Dubai"	9th September, 2006	
23. MV "Muscat"	28 th September, 2006	
24. MV "Argonaut"	13 th April, 2007	



ARRIVAL AT YARD



Week One



ACCOMMODATION CLEARANCE



ACCOMMODATION CLEARANCE



FURNITURE FOR RE-SALE AND MATERIAL SEGREGATION



RADIOACTIVE HEAD AND GAS BOTTLE COLLECTION



SIDE PASSAGEWAY CABLE CUTTING



ASBESTOS IDENTIFICATION



SYSTEM FREON REMOVAL



Week Two



ASBESTOS REMOVAL AND BAGGING



ACCOMMODATION PRE-CLEANED



OIL BARGE AND ENGINE ROOM OIL PUMPING



HFO TANK CLEAN



Week Three



ENGINE ROOM TANK CLEAN



ENGINE ROOM CABLE CUTTING



ASBESTOS STORAGE



Week Four



BLOCK REMOVAL



INCINERATOR IN OPERATION



Week Five



FURTHER CLEAN ENGINE ROOM TANKS



ACCOMMODATION REMOVED AND CUTTING AFT



ENGINE ROOM CUTTING AND EQUIPMENT REMOVAL



CABLE STRIPPING



Week Six



CUTTING AFT AND CARGO HOLD



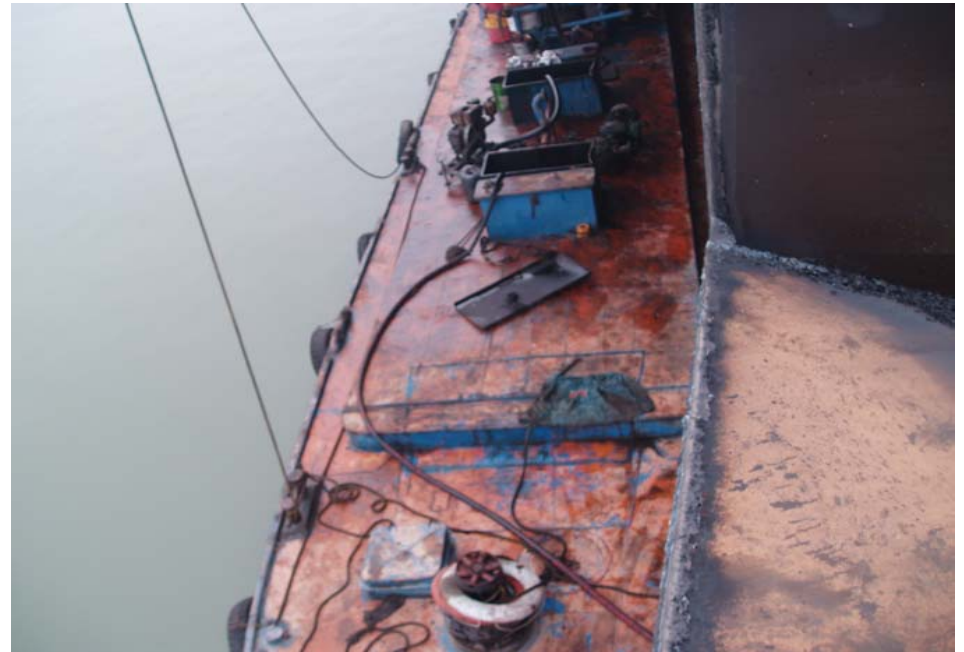
Week Seven



PROPELLERS REMOVED



FURTHER OIL TANK WASHING OUT



TRIMMED BY HEAD FOR ENGINE ROOM CUTTING



Week Ten



ENGINE ROOM DOUBLE BOTTOM CLEAN



ASBESTOS BURIAL SITE - WUXI



BLOCKS ON SITE



Week Fourteen



We showed the world already that
it can be done
on an Accident Free and Environmentally Friendly
Basis

- > No Beaching
- > Off 24 recycled vessels no accidents during the pre-demolition cleaning and demolition process
- > Working procedures formalized and documented by following our "Standard Operating Procedures"
- > In full compliance with the strict Environmental Laws
- > Basis for an International Mandatory Regime

Question to You.

Is this still a Challenge for the Maritime cluster?

In our opinion not.

We just need to do it.



Thank you for your attention