



ACCELERATING MORE SUSTAINABLE SHIP RECYCLING - A SHIPOWNER' S PERSPECTIVE

ClassNK Ship Recycling Seminar, Tokyo 12 May 2016

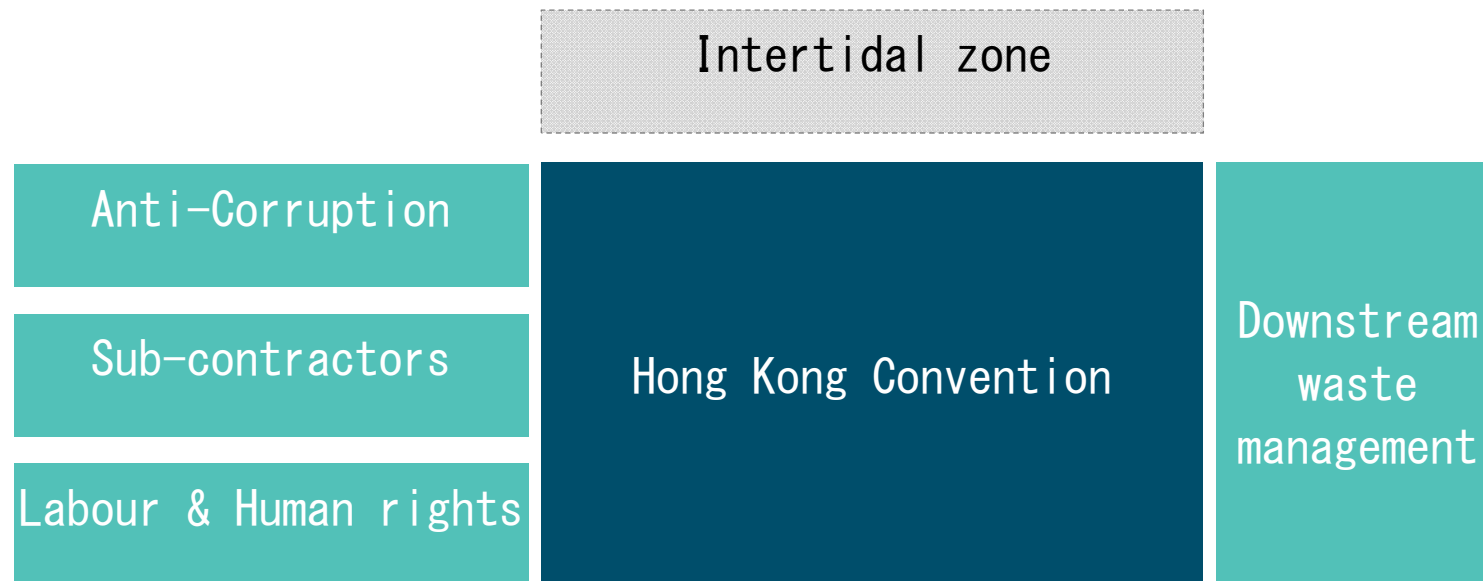


70% OF VESSELS
ARE TODAY BROKEN AT
SUB-STANDARD
BEACHES

Ship recycling is
part of our value
chain and as such
we have a
responsibility

The Maersk Standard

Building blocks



Responsible ship recycling: Maersk' s standard

Legal compliance

Each SRF is expected to respect all applicable laws and regulations and prevailing industry standards

Hong Kong Convention / ILO guidelines etc.

A. General

Facility management / operation

B. Health & Safety

Worker safety and health compliance approach

C. Environment

Environmental compliance approach

Environmentally sound management of hazardous materials

Prevention of adverse effects to the environment

D. Anti-corruption

E. Subcontractors

F. Labour & Human Rights

Working and employment conditions

Respectful treatment

Use of security arrangements

Equal opportunity rights

Child Labour and Young Work

Freely chosen employment (Voluntary Labour)

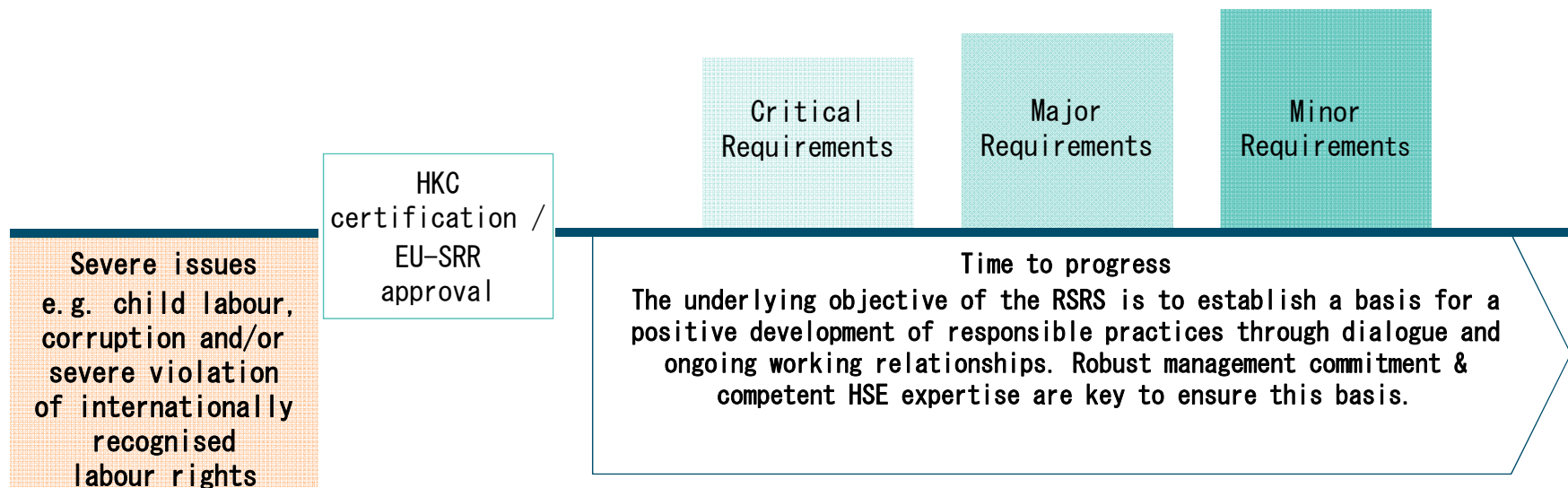
Freedom of Association and Collective Bargaining

Working Hours

Compensation and Leave

Worker Health and Working Environment

Process enabling gradual improvement



Disagreements



EU Commission
"demonstrate control of ANY leakage"

Maersk
"environmental impacts are minimized"

Ship breaking Platform
No ship breaking on beaches

Maersk
Responsible ship breaking regardless of geography



Our approach

- Track I: Working directly with yards
- Track II: Working with other stakeholders on Alang infrastructure



It can be done: Plot design

Sub-standard



Hong Kong certified



Concrete floor

Sub-standard



Hong Kong certified



Asbestos handling

Sub-standard



Hong Kong certified



Turning to our fellow shipowners

IMPORTANT TO SEND
CLEAR SIGNAL TO
YARDS IN ALANG

Best opportunity to
meet commercial
needs in a
responsible way

Thank you

