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### Maersk's ship recycling policy: assets and drawbacks

18/06/2013



([http://www.offthebeach.org/wordpress/wp-content/uploads/2013/06/Maersk-](http://www.offthebeach.org/wordpress/wp-content/uploads/2013/06/Maersk-Group-ship-recycling-policy.jpg)

[Group-ship-recycling-policy.jpg](http://www.offthebeach.org/wordpress/wp-content/uploads/2013/06/Maersk-Group-ship-recycling-policy.jpg))

**18 June 2013** – The cradle-to-cradle concept seeks to only produce goods that can be entirely recycled. The Danish Maersk Group, one of the world's biggest container ships owner, is a leader in the shipping sector when it comes to working on a company-wide cradle-to-cradle policy from the time their ships are designed and built until they are being dismantled. Moreover, Maersk has formulated its own ship recycling policy.

According to our OFF THE BEACH ! database, AP Moller–Maersk sent its last ships to the beaches in 2010, after the adoption of the Hong Kong Convention, and is therefore part of the list published online.

Since 2007, Maersk has been pushing for the establishment of inventories of hazardous materials on board all of their ships. Establishing and updating an IHM is one of the most important steps shipowners need to take to be sure that all hazardous materials present onboard and within the structure of the ship are properly identified and mapped. Not only is this important for recycling, but also for ship repairing. The health of the workers in the yards, wherever they are located, needs to be safeguarded, and the environment protected, against any improper handling and disposal of the hazardous materials.

Generally speaking, the company is on the right track by making sure that its ships carry an IHM and are not scrapped in substandard facilities on beaches. However, the NGO Shipbreaking Platform has found out that the Maersk Group has sold ships to a Greek company and chartered them back for operational use. When the ships reached the end of their life, they were sold for breaking on South Asian beaches: in April 2011, Maersk sold the Madrid (IMO number: 8808628), the Malacca (IMO number: 8904123) and the Merlion (IMO number: 8904111) to Diana Shipping. Two years later, these ships were sold to shipbreakers in Alang, India, where facilities do not offer ship recycling according to Maersk's standard. We call on leaders such as the Maersk Group to effectively pursue their ship recycling policy and to include it in their leasing and chartering contracts in order not to undermine their self-defined goals.

See Maersk's ship recycling policy

(<http://www.maersk.com/Sustainability/EnvironmentClimate/Documents/Ship%20Recycling%20Policy.pdf>)

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