

**USERNAME**

walleniuswilhelmsen

1. Company particulars and overall approach**1.1 - PRIMARY COMPANY NAME**

Wallenius Wilhelmsen

1.2 - ALTERNATIVE COMPANY NAMES

Wallenius Wilhelmsen Ocean, EUKOR Car Carriers

1.3 - HEAD OFFICE LOCATION

Oslo, Norway

1.4 - WEBSITE

<https://www.walleniuswilhelmsen.com>

1.5 - COMPANY LOGO

- [srti_0010_wallenius.jpg](#)

1.6 - NUMBER OF SHIPS OPERATED

130

1.6.1 - NUMBER OF SHIPS OWNED

78

1.7 - SHIP TYPES COVERED, PLEASE SELECT ALL THAT APPLY:

- RORO

1.8 - PLEASE PROVIDE A BRIEF INTRODUCTION TO YOUR COMPANY

The Wallenius Wilhelmsen group is a market leader in RoRo shipping and vehicle logistics, transporting cars, trucks, rolling equipment and breakbulk around the world.

1.9 - WHAT IS YOUR OVERALL APPROACH / POSITIONING ON SHIP RECYCLING?

Wallenius Wilhelmsen responsibly recycles vessels at craned berths and landing facilities which we pre-vet to ensure worker welfare and safety is front of mind, as well as to make certain materials are recycled and waste treated in an appropriate and traceable manner. We have a representative on site to supervise the entire process, with the authority to stop work for safety, welfare or environmental reasons. For full details please refer to our Vessel Recycling Policy, as featured on the sustainability section of our website.

2. Ship recycling policy and standards**2.1 - DOES THE COMPANY HAVE A WRITTEN POLICY ON SHIP RECYCLING FOR ITS OWNED VESSELS?**

Yes

2.1.1 - IS IT PUBLICLY AVAILABLE?

Yes

2.1.2 - PLEASE PROVIDE A URL

<https://www.walleniuswilhelmsen.com>

2.1.3 - SINCE WHEN HAS THIS POLICY BEEN APPLIED?

2000

2.1.4 - HOW MANY SHIPS DOES THE POLICY APPLY TO?

51-75%

2.2 - DOES THE COMPANY KEEP RECORDS OF SHIPS WHICH HAVE BEEN SENT FOR RECYCLING?

Yes

2.3 - WHAT INTERNATIONAL CONVENTIONS AND PRINCIPLES DOES THE POLICY ADHERE TO?

- Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal (1992)
- EU Ship Recycling Regulation (2013)
- Hong Kong International Convention for the safe and environmentally sound recycling of ships (2009)

2.4 - DOES THE EU SHIP RECYCLING REGULATION APPLY TO THE COMPANY'S OWNED SHIPS?

Yes

2.4.1 - HOW MANY SHIPS DOES THE REGULATION APPLY TO?

25-50%

2.5 - WHICH TOPICS DOES THE POLICY ADDRESS?

- Environment
- Health and safety
- Labour and human rights
- Anti-corruption
- Sub-contractors
- Downstream facilities for managing waste and hazardous materials

2.6 - DOES THE POLICY CONTAIN RESTRICTIONS BASED ON GEOGRAPHY AND/OR RECYCLING METHODS?

Yes

2.6.1 - PLEASE PROVIDE FURTHER DETAILS

The policy is very specific on recycling methods, but not on location. Meeting all the requirements of the policy is a basic requirement for facilities to be considered. Final selection of the facility for a recycling project includes consideration of the findings for the pre-vetting process, operational factors (e.g. location of the facility vis-a-vis the location of the vessel at a given time) and commercial competitiveness.

2.7 - DOES THE COMPANY HAVE A WRITTEN POLICY FOR SELECTING A YARD OR BUYER FOR RECYCLING?

Yes

2.7.1 - PLEASE PROVIDE FURTHER DETAILS INCLUDING A URL IF THE POLICY IS PUBLIC

The process for selecting a recycling facility is described in our Vessel Recycling Policy.

2.8 - DOES THE COMPANY MAKE SHIP RECYCLING PART OF THE COMPANY'S SUSTAINABILITY GOALS?

Yes

2.10 - DOES THE COMPANY HAVE A SHIP RECYCLING STANDARD* (OR SIMILARLY NAMED) IN FORCE?

Yes

2.10.1 - FROM WHEN HAS THIS BEEN IN FORCE?

2000

3. Policy for selling owned vessels for further trading

3.1 - DOES THE COMPANY HAVE A POLICY TO PROMOTE RESPONSIBLE RECYCLING OF OWNED VESSELS SOLD FOR FURTHER TRADING?

Yes

3.1.1 - PLEASE PROVIDE FURTHER DETAILS

Wallenius Wilhelmsen owns vessels from cradle to grave. The only sale of vessels that occurs is between the companies within the group, all of which are covered to our Vessel Recycling Policy

3.2 - DOES THE COMPANY IMPOSE LEGALLY BINDING COVENANTS OR OFFER COMMERCIAL INCENTIVES TO THE BUYER TO ENCOURAGE RESPONSIBLE SHIP RECYCLING?

No

3.3 - DOES THE COMPANY TAKE STEPS TO PROMOTE RESPONSIBLE RECYCLING OF VESSELS CHARTERED FOR 5 YEARS AND OVER, RELEASED FOR REDEPLOYMENT OR RECYCLING?

Always

3.3.1 - PLEASE PROVIDE FURTHER DETAILS INCLUDING NUMBER OF VESSELS

As detailed in our Vessel Recycling Policy, requirements for recycling of long-term chartered vessels are dependent on the age of the vessel when it is redelivered. All future long-term charters of vessels that would be within five years of their end-of-life at the point of redelivery will feature a requirement for the vessel to be recycled in accordance with our Vessel Recycling Policy. All efforts are being made with tonnage providers to ensure existing long-term charter vessels are responsibly recycled if redelivered within 2 years of their end-of-life. This includes clearly and actively conveying the group's expectations on responsible recycling to our tonnage providers.

3.4 - DOES THE COMPANY TAKE STEPS TO PROMOTE RESPONSIBLE RECYCLING OF VESSELS CHARTERED FOR 2 YEARS AND OVER RELEASED FOR REDEPLOYMENT OR RECYCLING?

Always

3.4.1 - PLEASE PROVIDE FURTHER DETAILS INCLUDING NUMBER OF VESSELS

The Wallenius Wilhelmsen group does not enter medium-term (2-5yr) charter agreements for vessels that are approaching end-of-life. Requirements for responsible vessel recycling are not included in the medium-term charters of young vessels, however the group's expectations on responsible recycling are being clearly and actively conveyed to our tonnage providers.

3.5 - DOES THE COMPANY TAKE STEPS TO PROMOTE RESPONSIBLE RECYCLING OF VESSELS OWNED THROUGH JVS?

Never

4. Ship recycling contract

4.1 - DOES THE COMPANY FOLLOW A STANDARD CONTRACT FOR THE SALE OF VESSELS FOR GREEN RECYCLING (E.G. RECYCLECON FROM BIMCO)?

Always

4.1.1 - IF AN INDUSTRY STANDARD CONTRACT TEMPLATE USED, PLEASE SPECIFY

The Wallenius Wilhelmsen group has developed its own standard vessel recycling contract to suit its specific vessel recycling approach and requirements.

4.2 - DOES THE CONTRACT INCLUDE AN EXPLICIT REQUIREMENT TO RECYCLE THE VESSEL AT A SPECIFIC SHIP RECYCLING FACILITY?

Always

4.2.1 - PLEASE PROVIDE FURTHER DETAILS

The facility and, if required, the exact berth at the facility are specified.

4.3 - DOES THE COMPANY REQUIRE ACCESS TO THE SHIP RECYCLING FACILITY DURING THE RECYCLING PROCESS FOR

ANY OF THE FOLLOWING? PLEASE SELECT ANY/ALL THAT MAY APPLY

- Monitoring
- Control
- Stop-work
- Performance follow-up

4.4 - DOES THE CONTRACT REQUIRE COMPLIANCE WITH THE COMPANY'S WRITTEN POLICY ON SHIP RECYCLING?

Yes

4.5 - WHAT PROTECTION IS IN PLACE FOR THE SELLER TO ENSURE THAT MILESTONES CAN BE SET, THAT ACCESS TO THE SHIP AND MONITORING CAN BE MAINTAINED THROUGHOUT THE SHIP RECYCLING PROCESS?

All the points mentioned are included among the standard provisions or the recycling contracts for our vessels.

5. Inventory of Hazardous Materials (IHM) and Ship Recycling Documentation

5.1 - DOES THE COMPANY HAVE A SHIP RECYCLING PLAN FOR EACH VESSEL?

Yes

5.2 - DOES THE COMPANY PROVIDE THE BUYER OR SHIP RECYCLER WITH A CLASS APPROVED IHM, AT THE TIME OF FINALISING THE SHIP RECYCLING CONTRACT?

Always

5.3 - DOES THE COMPANY PROVIDE ALL RELEVANT SHIP CERTIFICATES, PLANS, PROCEDURES AND DOCUMENTS, TO ENABLE THE YARDS TO FOLLOW APPLICABLE SHIP RECYCLING GUIDELINES (AND THE RELEVANT STANDARDS FROM QUESTION 2.2. THAT THE COMPANY IS ALIGNED TO)?

Always

5.4 - DOES THE COMPANY HAVE SPECIFIC REQUIREMENTS FOR HANDLING HAZARDOUS MATERIALS AS LISTED IN THE STOCKHOLM CONVENTION?

Yes

5.4.1 - PLEASE PROVIDE FURTHER DETAILS

Each vessel has a complete, accurate and up-to-date IHM when recycled. Reference is made to the IHM during the pre-vetting of facilities to assess their ability to control, handle, store and dispose of the vessel's hazardous wastes in a safe, legal and appropriate manner.

6. Implementation of the ship recycling policy and standard

6.1 - DOES THE COMPANY REQUIRE THE SHIP RECYCLING FACILITY TO HAVE A HONG KONG CONVENTION STATEMENT OF COMPLIANCE ISSUED BY A CLASSIFICATION SOCIETY?

Never

6.2 - DOES THE COMPANY CARRY OUT ADDITIONAL AUDITS TO VERIFY COMPLIANCE PRIOR TO RECYCLING?

Always

6.2.1 - PLEASE PROVIDE FURTHER DETAILS

Please note the details of the pre-vetting approach in our Vessel Recycling Policy. The pre-vetting is done to confirm certification and or capabilities and compliance with all applicable regulation, as well as our own requirements

6.3 - DOES THE COMPANY MONITOR YARD COMPLIANCE DURING THE RECYCLING PROCESS?

Always

6.3.1 - PLEASE DESCRIBE HOW THE MONITORING TAKES PLACE (PLEASE SELECT ANY/ALL THAT MAY APPLY). THROUGH:

- Ongoing supervision
- Company representative on-site

6.3.2 - PLEASE DESCRIBE WHAT TOPICS THE MONITORING ADDRESSES (PLEASE SELECT ANY/ALL THAT MAY APPLY)

- Environment
- Health and Safety
- Labour and Human Rights
- Sub-contractors
- Downstream facilities for managing waste and hazardous materials
- Other (please specify)

6.3.2.1 - PLEASE SPECIFY

In our experience, anti-corruption is a material consideration during pre-vetting phase, rather than the fulfilment phase.

6.4 - DOES THE COMPANY HAVE THE CONTRACTUAL RIGHT TO STOP WORK AT THE FACILITY, IN CASE OF UNSAFE OPERATIONS OR OTHER NON-COMPLIANCES?

Always

6.5 - DOES THE COMPANY REQUIRE FACILITIES TO PROVIDE A PROCESS WHEREBY YARD WORKERS CAN VOICE AND RESOLVE CONCERNS AND GRIEVANCES REGARDING ALL WORKPLACE ISSUES WITHOUT FEAR OF RETRIBUTION?

Sometimes

6.5.1 - PLEASE PROVIDE FURTHER DETAILS

Explicit requirements for the facilities to facilitate the raising of grievances without retribution have not been made previously, however they are encouraged and supported. Whether such a mechanism would be effective in practice can depend on location and or prevailing cultural norms. Having representatives with local language skills and continuously on the site is conducive to understanding and following worker sentiment, as is the monitoring of health and safety conditions, and the supervision of working hours.

6.6 - DOES THE COMPANY REQUIRE FACILITIES TO ENABLE YARD WORKERS TO ASSOCIATE AND BARGAIN COLLECTIVELY?

Sometimes

6.6.1 - PLEASE PROVIDE FURTHER DETAILS

Wallenius Wilhelmsen's approach to this issue is calibrated on a case by case basis. Whether association and collective bargaining is legal in the country is taken into consideration as is the need to require a facility to allow it. The company does not oppose worker association or collective bargaining.

7. Other comments**7.1 - PLEASE USE THIS AREA TO PROVIDE FURTHER INFORMATION ON THE COMPANY'S APPROACH TO SHIP RECYCLING IF NOT ALREADY COVERED**

The origins of Wallenius Wilhelmsen as it is today go back to the establishment of Wallenius Wilhelmsen Logistics in 1999. The overall approach to vessel recycling has been consistent over that time, although some requirements have been fine tuned over the years