

**USERNAME**

stolttankers

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

Stolt Tankers B.V.

1.3 - HEAD OFFICE LOCATION

Rotterdam, Westerlaan 5, 3016 CK

1.4 - WEBSITE

<https://www.stolt-nielsen.com>

1.5 - COMPANY LOGO

- [srti_0016_stolt-nielsen.jpg](#)

1.6 - NUMBER OF SHIPS OPERATED

104

1.6.1 - NUMBER OF SHIPS OWNED

104

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

- Tanker

1.8 - PLEASE PROVIDE A BRIEF INTRODUCTION TO YOUR COMPANY

Stolt Tankers operates the world's largest and most sophisticated fleet of chemical and parcel tankers, with over 70 deep-sea ships that are seamlessly integrated with regional fleets in Europe, Asia and the Caribbean; with coastal fleets in Asia; and with inland barging services in Europe and the U.S. Gulf.

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

Stolt Tankers (ST) will:

- Recycle its ships in a manner safe for people and the environment.
- Comply with all currently applicable recycling regulations, international and local, recycling ships in accordance with standards of the as-yet-unratified Hong Kong Convention.
- Recycle ships in shipbreaking yards around the globe that maintain a high level of safety and environmental performance, that have achieved HKC compliance certification, and are improving their operations towards meeting EU standards.
- Recycle ships in accordance with ST's Recycling Handbook which captures experiences gained and best practices.
- Keep records of the complete ship recycling process documenting compliance with procedures for preparation, execution and waste disposal, with reporting by onsite representatives.
- Hazardous waste & downstream waste management: ST will deploy robust processes, control procedures and reporting for the handling and disposal of hazardous and other materials in accordance with international and national requirements.
- Stolt Tankers applies its recycling policies to all ships in which Stolt has an ownership interest, including joint ventures.

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?

No

2.1.3 - SINCE WHEN HAS THIS POLICY BEEN APPLIED?

2006

2.1.4 - HOW MANY SHIPS DOES THE POLICY APPLY TO?

<25%

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)
- OECD Guidelines for Multinational Enterprises (2011)
- Stockholm Convention on Persistent Organic Pollutants (2001)
- UN Global Compact

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%

2.5 - WHICH TOPICS DOES THE POLICY ADDRESS?

- Environment
- Health and safety
- Labour and human rights
- Sub-contractors
- Downstream facilities for managing waste and hazardous materials
- Other (please specify)

2.5.1 - PLEASE COMMENT

Stolt Tankers has a separate ant-corruption policy, which extends to the recycling process; all other topics are covered under the recycling policy.

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

Yes

2.6.1 - PLEASE PROVIDE FURTHER DETAILS

We restrict acceptable yards to those whose recycling methods and procedures comply with our policies, regardless of location. We have found that, in practice, yards in certain geographic areas tend not to comply with our policies.

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 selection process for yards is defined in our Recycling Handbook. It requires a detailed assessment process of prospective yards, including an onsite visit, to verify that the yards can in fact comply with our policies and required international and national regulations. While brokers may be used in the negotiation process, we will only negotiate with those yards that have first passed the physical/procedural compliance assessment. We do not sell to "cash buyers" who take over the yard selection role.

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?

2006

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?

No

3.1.1 - PLEASE PROVIDE FURTHER DETAILS

N/A

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?

Never

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

Never

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

Always

3.5.1 - PLEASE PROVIDE FURTHER DETAILS

N/A

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)?

Never

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

N/A

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
- 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?

The MOA includes clauses requiring full access of the recycling process at all times, including the right for ST onsite representative to take photos and communicate directly with yard workers. Additionally, ST onsite representative can attend every yard operational and safety meeting; has access to all documentation and permits; can screen workers; is given a full overview of worker benefits.

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

IHM I is provided with suggestions of best handling. IHM II and III materials are reduced to a minimum before the ship arrives at the yard. Parts/supplies containing HM, typically spares & consumables (oils, chemicals, lamps, batteries) are transferred to other ships in ST fleet. We do require from the recycling facility: - Ship Recycling Facility Plan with HKC certified compliance by independent verifier. - Ship Specific Recycling Plan. We perform a Class survey (most frequently by DNVGL) at the last port before recycling to verify the ship's compliance with the above reports. Class issues a "Certificate Ready to Recycle in Compliance of the HKC" following this survey.

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?

Always

6.1.1 - PLEASE PROVIDE FURTHER DETAILS

N/A

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

Always

6.2.1 - PLEASE PROVIDE FURTHER DETAILS

ST uses its own detailed assessment criteria where 123 factors are rated and weighted to produce a final yard rating, with certain high-priority criteria (for people and the environment) able to generate a direct rejection.

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:

- 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
- Anti-corruption
- Sub-contractors

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

Never

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

Yards used by ST do have policies and formal processes for collecting anonymous feedback and actioning those issues. ST onsite representative, through direct communication with yard workers, encourages them to speak openly, and alerts management to issues that are brought to ST's attention. This alert process has been successfully used on numerous occasions. We believe it better to manage these processes on an operational rather than contractual basis.

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

Never