

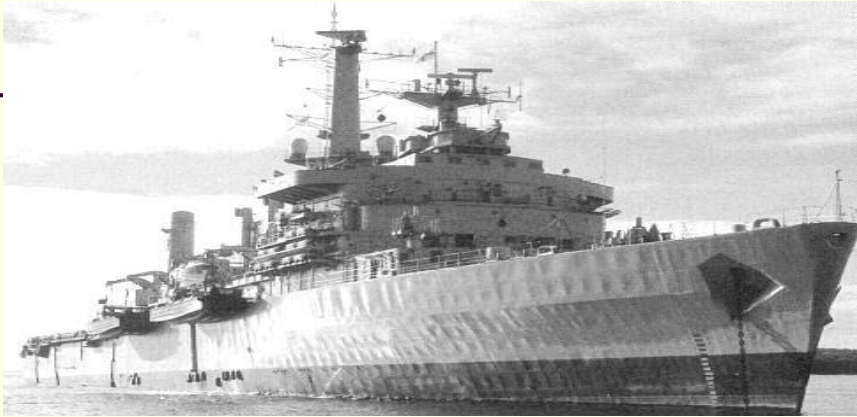
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# RECYCLING OF HMS FEARLESS



Produced July 2009

# Background



- In March 2004, HMS Fearless was officially declared surplus to the Disposal Services Authority (DSA) and deemed unsuitable for a Govt to Govt sale. Later in the year, the DSA commenced the first tender exercise for the sale of HMS Fearless. At this time there was much media interest in the disposal of surplus MOD vessels which was due to the incident in 2003 in which 4 decommissioned MARAD ships were transferred from the US to Able UK, Hartlepool without, as it later became apparent, the necessary authorisations for recycling. The DSA tender was subsequently cancelled when it became clear that no bidders were able to satisfy the UK governments requirement to conduct environmentally sound recycling of vessels.

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- As a result, Ship recycling became a pan-government issue, primarily led by Defra, but with a major input from the DSA as key stakeholder for the MOD. The UK Ship Recycling Strategy (SRS) was published in Feb 2007 by Defra and established domestic policy for the recycling of UK Government owned vessels. In essence, the strategy highlighted current legislation and suggested a minimum environmental standard considered acceptable to the Government. This standard was in advance of and independent of any international agreements.

# Competition



Using the UK Ship Recycling Strategy as its benchmark, the DSA issued a revised tender in May 2007 for the sale and recycling of HMS Fearless, limited to bidders from within the Organisation for Economic Co-Operation and Development (OECD) only.

The preparation of the vessel by the MOD's Disposal Reserve Ship Organisation (DRSO) played a vital part in the process and a green passport, highlighting the hazardous material on board was produced for the first time for a Royal Naval vessel, along with a Type 2 Asbestos survey.

- This information was provided to all bidders to enable them to identify key environmental issues and cost drivers in their tender responses.
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- The DSA secured additional provisions from the bidders in the form of a substantial financial bond, acting as security to ensure that the vessel was recycled in the destination stated and not reflagged and taken to a non-compliant yard outside the OECD.
- Following the recommendations of the SRS, the DSA convened a Ship Recycling Evaluation Committee, involving representatives from Defra, MCA and MOD to assess the tender responses against the strict criteria called for in the Strategy. Each bidder was required to produce a detailed Ship Recycling Plan, which identified the dismantling methodology, sub-contractors, licences and permits, as well as comprehensive health and safety and environmental plans.
- The committee awarded Preferred bidder status to a Belgium company, Van Heyghen Recycling in Sept 2007, but no formal contract would be awarded until the prior consent to export waste was obtained, in accordance with the provisions of the EC Waste Shipments Regulation 1013/2006.

# Recycling of HMS Fearless

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- Unlike previous sales of vessels the DSA viewed this as a project in its own right – rather than a simple commercial sale. Van Heyghen Recycling were required to provide a monthly breakdown of the outturn of metals and waste during the recycling programme. This was combined with regular photos , updates and notification of the final destination of the waste.
- Audits were conducted by members of the DSA 8 times during the life of the project – involving a physical inspection of the yard at Van Heyghen Recycling, together with an audit of weighbridge tickets, licences and consignment notes (which were checked against the reported outturn).

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- Photographic evidence was also taken at key stages of the dismantling process, which ensured that the DSA could be confident on the method and manner in which the vessel was dismantled and of paramount importance, that it was completed in accordance with the aims of the SRS. In addition to these checks, the yard was also subjected to the demanding audits and inspections of the Belgium EA, ensuring that the company were adhering to all current H&S and Environmental legislation and the terms of their waste management permit.





# The story in pictures..





# Final Outturn

- At the start of this project a Green Passport was produced by DRSO (the first for a Royal Navy vessel) and they had the unenviable task of trying to identify what hazards were contained within this 45 year old vessel. The final report produced by Van Heyghen Recycling showed the actual outturn which is compared against the estimate given in the green passport.

<b>(All figures in Tonnes)</b>	<b>Green Passport Estimate</b>	<b>Actual</b>	<b>%age difference</b>
Metal Steel	5760	6190	+7.46%
Non Ferrous Metal	700	340	-51.4%
Waste (plastics/rubber)	500	297	-40%
Oils	1.5	6	+300%
Asbestos	40	44	+10%
<b>TOTAL</b>	<b>7000</b>	<b>6877</b>	<b>-1.75%</b>

- Using the waste hierarchy as a guide, the percentage of material that was recycled from the dismantling of Fearless is an impressive 98.1%.

<b>Final Destination</b>	<b>Tonnes</b>	<b>%age of Total</b>
Re-use	0	0
Recycling	6746	98.1%
Waste (Landfill)	131	1.9%
<b>TOTALS</b>	<b>6877</b>	<b>100%</b>

# Conclusion

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- In April 2009, just 16 months after arriving at Van Heyghen Recycling yard in Belgium, ex-HMS Fearless was fully dismantled with 98.1% of the vessel recycled.
- This was the first warship successfully exported for recycling by any western government, which fully complied with International agreements and the principles concerning environmentally sound management of waste.
- As well as generating income for the MOD, this sale also demonstrated the UK Government's commitment to responsible ship recycling and set the standard for the rest of Europe.
- The DSA's time and investment into the overall aims and intentions of the ship recycling strategy over the past 5 years, together with its close partnership with Industry ensured that this project was a resounding success.