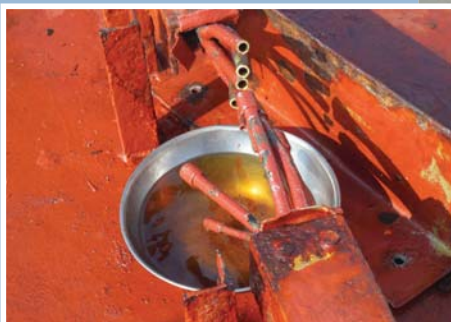
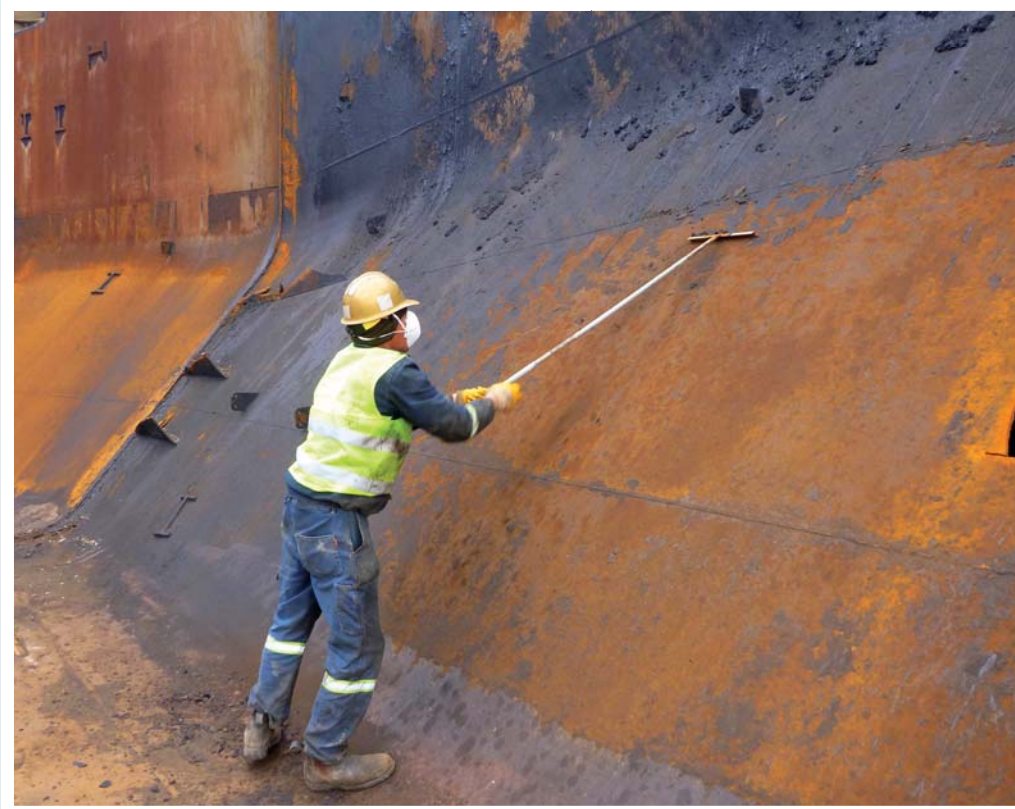


Lifting transformer from vessel to yard site

A clean record

Scraping away dirt until down to bare steel before cutting can be done



Drainage of oil



Removal of asbestos flanges

Applying its trade in the taking apart and recycling of ships that are no longer wanted or needed, Sea2Cradle works with massive structures that are not only built with valuable and useful materials, but also parts that contain harmful materials that need to be handled and removed with care. Finding the appropriate yards to perform the recycling of each ship, the company takes a tailored approach to each project, as opposed to one size fits all; this means that the correct infrastructure is always in place to deal with the right materials. This delivery of a high quality bespoke solution is complemented by the extensive training of its staff, which takes place both within the classroom and on-site, so its employees understand the theory and practical sides of safety.

Through a long-term commitment to quality and safety, Sea2Cradle has retained an exemplary safety record of zero accidents – a huge feat considering it has worked on more than 114 vessels since its inception and works with hazardous materials that may have degraded on an aging ship. Discussing the company's ongoing focus on delivering the highest of standards when it comes to health & safety and the environment and how standards are maintained is Tom Peter Blankestijn, Managing Director at Sea2Cradle: "We are lucky to be offered challenging projects by large companies that demand the highest of standards, particularly in the oil & gas sector. We also review our own procedures throughout the company and have our personnel talking with supervisors on a regular basis, with every project reviewed on the lessons learnt."



He adds: "It takes an everyday effort to keep safety standards as high as possible and through working in the offshore industry we have translated these strict procedures into our own operations."

Thanks to its impressive capabilities and long-term expertise, Sea2Cradle has continued to enjoy ongoing success since it was previously featured in *Shipping & Marine* magazine in September 2016. "We have been involved in a number of projects, for example, we completed work on a couple of container ships and supply vessels in both China and Turkey and worked on a project on a platform in Norway," says Tom Peter. "Additionally, we had a cleaning project in Mexico where there was a salvage issue due to the vessel being pinned to rocks, making it impossible to move her. Because of this challenge, instead of bringing her to a recycling facility, we cleaned her of hazardous and potentially hazardous materials at sea."

"Since we last spoke we have seen an accelerating number of ships being phased out due to the opening of the new Panama Canal. This type and size of vessel, which is slightly older and has high fuel consumption, was no longer in supply and demand so

phasing out of this ship was accelerated. We got a fair share of this recycling activity, which we are still performing in China at the moment. Furthermore, we have seen an increasing number of requests to start the inventory of hazardous materials for platforms in order to plan the phasing out of oil & gas units efficiently; this type of phasing out tends to take at least two years and we are in the process of adding a few platforms to our portfolio."

Working with set procedures and checklists to ensure every part of the process is handled with care, Sea2Cradle can supervise the entire ship recycling process based on an inventory of hazardous materials (IHM); this enables it to provide a unique ship-recycling plan for every vessel while remaining wholly compliant with the Hong Kong Ship Recycling Convention as well as the latest regulations.

With new EU legislation meaning that only facilities on the European list will be approved ship recyclers for EU ships, Sea2Cradle already has the strengths and experience to help companies meet these standards. However, because facilities outside of Europe, such as China and Turkey are not on the



Daily preparing removal items from ship to shore



list, Tom says Sea2Cradle has not benefited from the phasing in of ship recycling regulations: "China and Turkey are countries that could easily meet the standards of the EU legislation but have not been approved. This is challenging for us as facilities in

the EU are not large enough to run the production of five or six container ships as well as bulk vessels at the same time. However, we do see some benefits from the increased deadline surrounding the inventories of hazardous materials, which

needs to be in place for every ship that calls into an EU port by 2020."

With 2020 around the corner, Sea2Cradle recently became certified as a Lloyd's Register approved supplier of IHMs with the goal of not only ensuring customers receive high quality services but also to follow through on ambitions to double its project numbers over the next four years, as Tom concludes: "Time is running out, so customers will either get professionals performing the IHM or amateurs, which could lead to risks for recycling facilities and workers who rely on this information to be correct. It makes sense to respond to this regulation now so customers get a high quality service before demand increases and prices rise, and we of course are willing to assist!" ●

Sea2Cradle

www.sea2cradle.com

- Increase in demand
- New EU legislation
- Zero accident record



Sea2Cradle is a global expert in green and sustainable ship recycling. We provide a hassle-free way for ship owners to handle the recycling of their ship, rig, platform or FPSO responsibly. The entire process of Inventory of Hazardous Materials, making a ship recycling plan and finding a buyer, to supervising the dismantling and recycling at the demolition yard meets the highest standards of Health, Safety and Environment.

- * Accident-free working environment;
- * Proper disposal of hazardous materials without exposure to workers;
- * Recycling more than 95% of all material with the aim of 100%.



RESPONSIBLE SHIP RECYCLING
150 RECYCLING PROJECTS & 99 IHM PROJECTS



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