

RECYCLING OF EX- HMS INTREPID

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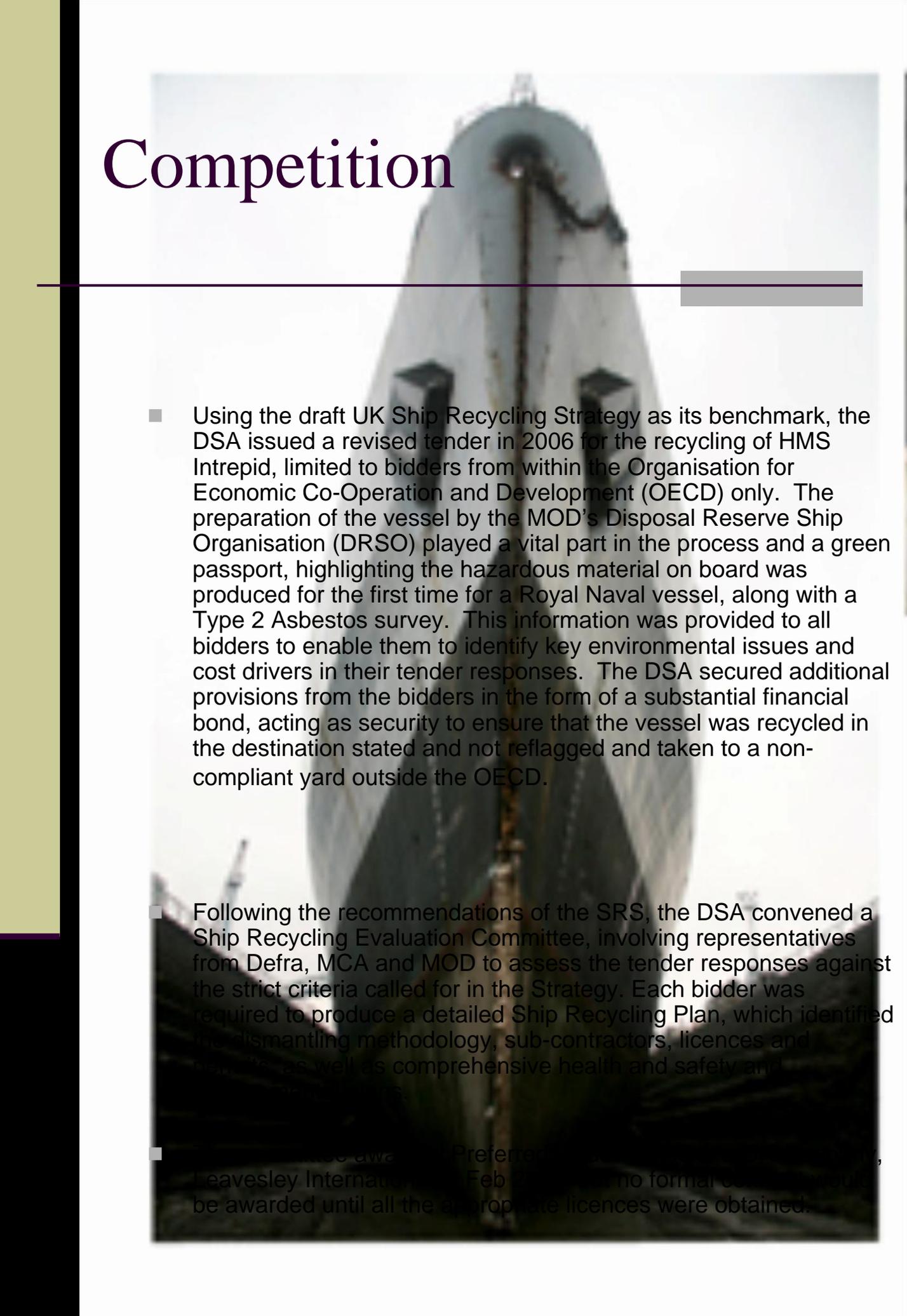
Background



HMS Intrepid – Built in Belfast at the Harland and Wolff yard she was launched in 1964 and became a key part of the fleet that led the campaign to retake the Falkland Islands over 25 years ago.

- In 1999, HMS Intrepid was officially declared for disposal and shortly after the Disposal Services Authority (DSA) began lengthy discussions regarding her fate. The DSA held the first tender exercise for the sale of HMS Intrepid during 2004, at this time the media interest surrounding the disposal of surplus MOD vessels was extremely high. This 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.
- 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 draft UK Ship Recycling Strategy as its benchmark, the DSA issued a revised tender in 2006 for the recycling of HMS Intrepid, 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. 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
- The contract was awarded to Preferred Ship Recycling, a subsidiary of Leavesley International, in Feb 2007. No formal contract would be awarded until all the appropriate licences were obtained.

Recycling of HMS Intrepid

- Unlike previous simple commercial sales - the DSA viewed this as a project in its own right. Leavesley International 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 numerous times during the life of the project – involving a physical inspection of the dry dock in Liverpool, together with an audit of weighbridge tickets, licences and consignment notes (which were checked against the reported outturn).
- 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 UK Environment Agency, 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 the tender process a Green Passport was produced by the Royal Navy (the first for a RN vessel) and they had the unenviable task of trying to identify what hazards were contained within this 45 year old legacy vessel. The final report produced by Leavesley showed the vessels final outturn – which is compared against the estimate given in the green passport. This clearly demonstrates the accuracy of DRSO's original predictions.

(All figures in Tonnes)	Green Passport Estimate	Actual
Metal-Steel	5760	6147
Non Ferrous Metal	700	457
Waste (plastics/rubber)	500	297
Oils	1.5	1
Asbestos	40	35
Resale equipment	0	116
TOTAL	7000	7052

- Using the waste hierarchy as a guide, the percentage of material that was recycled from the dismantling of Intrepid is an impressive 95.3%.

Final Destination	Tonnes	%age of Total
Re-use	116	1.65%
Recycling	6604	93.65%
Waste (Landfill)	332	4.70%
TOTALS	7052	100%

Conclusion

- In August 2009, ex-HMS Intrepid was fully dismantled with 98.1% of the vessel recycled – this was the first warship disposed of under the Green Passport scheme - as adopted by the IMO.
- As well as generating income for the Crown – this project was able to regenerate a disused dry dock facility within the UK and demonstrated the UK's commitment to responsible ship recycling - setting the standard for the rest of Europe.
- The DSA worked closely with industry and various government departments over the past years to ensure that the overall aims and intentions of the ship recycling strategy were implemented. It is clear that this project was a resounding success for the UK .