



Ministry  
of Defence



## Recycling of the former **RFA DILIGENCE**

Defence Equipment Sales Authority

Equipping and Supporting our Armed Forces  
**Defence Equipment & Support**



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## Introduction

The Former RFA Diligence ceased operational service in May 2015 and was deemed no longer fit for further use. After the Defence Equipment Sales Authority (DESA) investigated the possibility of a Government to Government sale to an overseas Navy which was not forthcoming it was decided to advertise the vessel for Recycling only, requesting expression of interested (EOI's) from recycling yards within the European List of ship recycling facilities referred to in Article 16 of Regulation (EU) No 1257/2013, and in full compliance with the principles of the Basel Convention and all other associated EU and UK legislation including Regulation (EC) No 1013/2006 of the European Parliament and the Council of 14th June 2006 on Shipments of Waste.

Once the EOI's had been received the Invitation To Tender (ITT) was sent out to the Recycling companies that met the above criteria Tuesday 30<sup>th</sup> November 2021 with a closing return date Monday 14<sup>th</sup> March 2022. Viewing of the vessel took place the last two weeks of January 2022.

The contract for recycling the Former RFA Diligence was awarded to LEYAL GEMI SOKUM SANAYI VE TICARET LTD. STI on Thursday 27<sup>th</sup> October 2022.

As the Recycling yard was outside the UK, Transfrontier Shipment of Waste (TFS) was required. TFS was submitted Wednesday 1<sup>st</sup> February 2023 and approval received Tuesday 5<sup>th</sup> December 2023 from the Environmental Agency in the UK and Ministry of Environment and Urbanization in Turkey.

Once TFS had been approved preparation for towage to Turkey could begin.

## Background

The Ministry of Defence (MOD) currently sells surplus equipment through the [Defence Equipment Sales Authority \(DESA\)](#).

DESA is the sole authority within the MOD for the sale of surplus military equipment and inventory from the UK armed forces, offering an opportunity for customers and governments to acquire proven capabilities in a cost-effective manner.

DESA handles the disposal of all materiel that can generate revenue within the UK and overseas, for example, aircraft, aircraft spares, ships, boats, river craft and other marine vessels and spares, military and domestic vehicles, with the exception of nuclear, domestic waste and infrastructure. It is unique in government, specialising in the sale of surplus equipment.

DESA's primary aim is to sell surplus ships for further use but where this is not possible (for instance, when ships are no longer fit for operational use and only suitable for recycling) its objectives are to ensure that the vessel is recycled in a safe and environmentally sound manner, and in compliance with its legal responsibilities as a producer of waste.

DESA has 4 objectives for its sales activity:

- maximise the receipts for the MOD.
- ensure legal and environmental requirements are met.
- provide defence engagement opportunities as a result of our sales activity.
- provide opportunities for British industry as part of the prosperity agenda.

DESA has an established track record of providing high quality, combat proven, military capability direct from the UK defence inventory as a cost-effective alternative to buying new. Being a transparent and trusted department, DESA looks to develop long term and mutually beneficial relationships with our international partners.

DESA uses its close working relationships with UK defence industry to assist bespoke refurbishment and through life support packages.

As an ISO 9001 accredited organisation, the DESA has an established track record of providing high quality, combat proven, military capability direct from the UK defence inventory as a cost-effective alternative to buying new. Being a transparent and trusted department, the DESA looks to develop long term and mutually beneficial relationships with our international partners.

## General particulars for the Former RFA Diligence

### Date and Place of Build

Former RFA Diligence                      Keel Laid – 28 JANUARY 1980, at Oresundsvartet  
Completed: 31 JANUARY 1981  
IMO Number 7814448

### Date ceased operational service

Former RFA Diligence                      May 2015

### Type of Vessel

Forward Repair Ship (FRS)  
Official Number 399182

### Displacement & weights on Tonnes

Former RFA Diligence                      Gross Register – 8048  
Net Register – 2414  
Light Ship (Inclining Exp. 2014) – 6267

### Draughts

Former RFA Diligence                      Max/Min – Fwd 6.964/4.5m, Aft 6.964/4.5m  
(Currently Fwd 6.7m, Aft 6.2m)

### Length

Former RFA Diligence                      Overall – 111.49m

### Beam

Former RFA Diligence                      Extreme – 20.99m

## Competition For the Sale of the Former RFA Diligence for Recycling

DESA advertised the sale of the former RFA Diligence for Recycling only, as recommended by the UK Ship Recycling Strategy (SRS). Tenders were limited to bidders from within the European List of ship recycling facilities referred to in Article 16 of Regulation (EU) No 1257/2013.

Information was provided to the bidders so to enable them to identify key environmental issues and cost drivers in their tender responses.

DESA secured additional provisions from the bidders in the form of a substantial financial bond, acting as security so to ensure that the vessel was recycled in the destination stated and not reflagged and taken elsewhere. The former RFA Diligence was sold on an 'as seen as lying' basis for recycling within the European List of ship recycling facilities referred to in Article 16 of Regulation (EU) No 1257/2013 and in full compliance with the principles of the Basel Convention and all other associated EU and UK legislation including Regulation (EC) No 1013/2006 of the European Parliament and the Council of 14th June 2006 on Shipments of Waste, plus but is not limited to:

- The Waste Shipments Regulation (EC) No 1013/2006 of the European Parliament Of the Council of 14 June 2006
- Parts of the Radioactive Substances Act 1993
- Environmental Protection (Duty of Care)
- Regulations 1991 SI 2839
- Hazardous Waste (England and Wales)
- Regulations 2005 SI 894
- Health & Safety at Work etc. 1974

In preparation for the sale of the former RFA Diligence for recycling several tasks were carried out before departure and these are undertaken by the MOD's Disposal Reserve Ship Organisation (DRSO) who are based in Portsmouth.

DRSO played a vital role in the preparation of the vessel including assisting the Ship's Platform Team in the production of the Inventory of Hazardous Materials (IHM) highlighting the hazardous material on board and was included as part of the tender documents. DRSO also assisted on the day of viewings of the vessel, hosting potential bidders, escorting potential Bidders round the vessel, providing the technical brief on the vessel and answering any questions that arose.

The activities conducted by DRSO demonstrated to ship owners the value in investing in the preparation of vessels for sale which is of enormous benefit to the UK MOD as it continues to set standards for the dismantling and recycling of Government owned vessels.

Prior to the planned departure date of the vessel, the purchaser Leyal liaised with DRSO to ensure the towing plan was acceptable and assisted the purchaser with contacting the Maritime Coast Guard Authority (MCA) for approval of the tugs responsible for towing the Former RFA Diligence. DRSO played an important part in supporting the towing and rigging preparations on deck which contributed to the smooth departure of the vessel.

## Ship Recycling Evaluation

Before contract award was made; as per the recommendation of the SRS, DESA convened a Ship Recycling Evaluation Committee, involving representatives from the Navy Command, DRSO and DESA to assess the tender responses against a set criteria called for in the Strategy.

Prospective purchasers were required to produce a detailed Ship Recycling Plan, demonstrating their understanding of all the requirements involved in Ship Dismantling against each of the following:

- Facility operation
- Facility Management
- Health & Safety
- Environmental Protection and Compliance
- Emergency Procedures
- Ship recycling Plan

The Ship Recycling Plan was paramount to the consideration of offers to purchase and provided evidence to enable the Evaluation Committee to score against.

The successful tender will have obtained the highest combined score which for this tender was a combination of both technical (70%) and financial (30%) marks. (*noting the evaluators do not get to see what recyclers financial bids are only the lead Commercial Officer*).

## Contract Award

DESA awarded the contract for Recycling the former RFA Diligence 27 October 2022 to LEYAL who are based in Turkey. Which in turn meant Transfrontier Shipment of Waste (TFS) was required before Title of Transfer could take place, approval was received Tuesday 5<sup>th</sup> December 2023.

Title of Transfer for the former RFA Diligence took place at HMNB Portsmouth on Wednesday 13<sup>th</sup> March 2024, from MOD Ownership to LEYAL GEMI SOKUM SANAYI VE TICARET LTD. STI.

### Former RFA Diligence

- Departed Portsmouth – Wednesday 13<sup>th</sup> March 2024
- Arrived LEYAL recycling yard in Turkey – Sunday 7<sup>th</sup> April 2024
- End of recycling – Wednesday 07<sup>th</sup> August 2024
- Completion of the Project – Wednesday 11 September 2024



## Photographic Evidence – Departure to Dismantled

Former RFA Diligence being prepared for towing.



## Former RFA Diligence departing Portsmouth Naval Base



## Arrival of the Former RFA Diligence at the recycling yard Turkey

On Sunday 7<sup>th</sup> of April 2024 just 25 days after leaving Portsmouth HM Naval base the Former RFA Diligence arrived safely at Leyal's Recycling yard in Aliaga Turkey under the tow of the tug Hispania



## Recycling of Former RFA Diligence

After Title of Transfer and arrival of the vessel at the recycling yard DESA continue due diligence, it is our responsibility to ensure that the dismantling of the vessel is carried out as per the recyclers Ship Recycling Plan (SRP) detailed in their tender return and per the ITT requirement.

Monthly reports were provided to DESA and consisted of five parts.

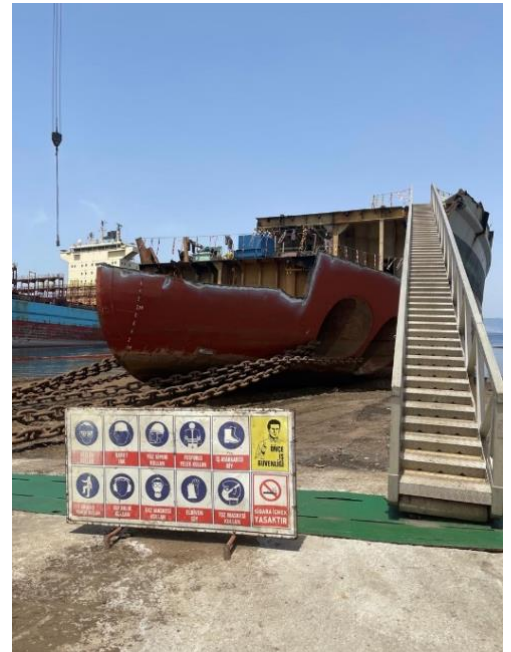
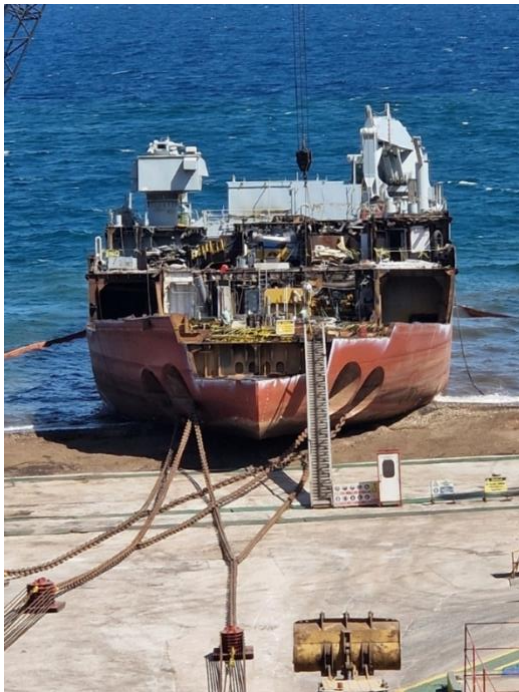
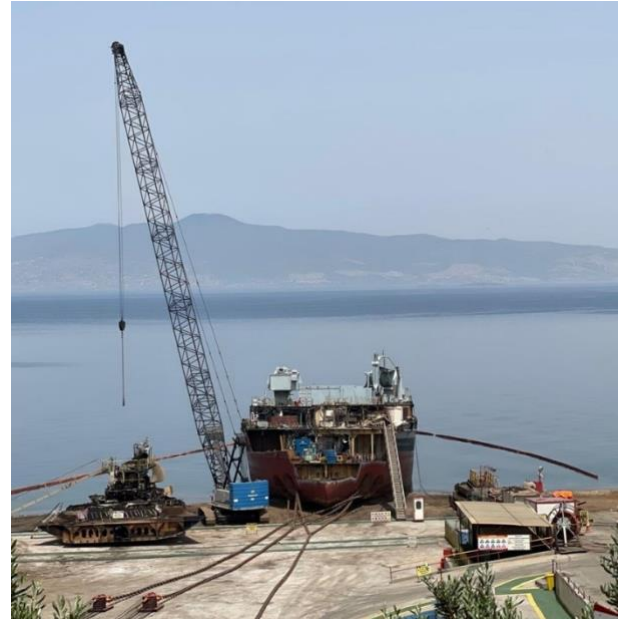
- 1) A summary of work undertaken in the previous month including photographs illustrating progress of the dismantling process.
- 2) Identification of all material and their disposal routes, including any equipment/material that has been re-sold, re-used.
- 3) Management of Potentially Hazardous Materials Report
- 4) Data report for entry into confined spaces
- 5) Health & Safety work related Accident, Injury, and Disease & Death Report.

DESA undertook two site inspections of Leyal's yard and were accompanied by staff from Navy Command and DES SE-SEQ-Environmental. During the visits DESA conducted checks on information provided from Leyal's monthly reports against the original data held, such as weighbridge tickets, licences, and consignment notes. Also taking our own photographic evidence of progress made.

Photographic evidence was also provided at key stages of the dismantling process, which ensured that the DESA could be confident on the method and manner in which the Vessel was dismantled and recycled in accordance with the aims of the SRS.

## Photographic Evidence

The photographic evidence shows the dismantling progress, and this coincides with the monthly reports, Demo Schedule and the sales progress received from the recycler.



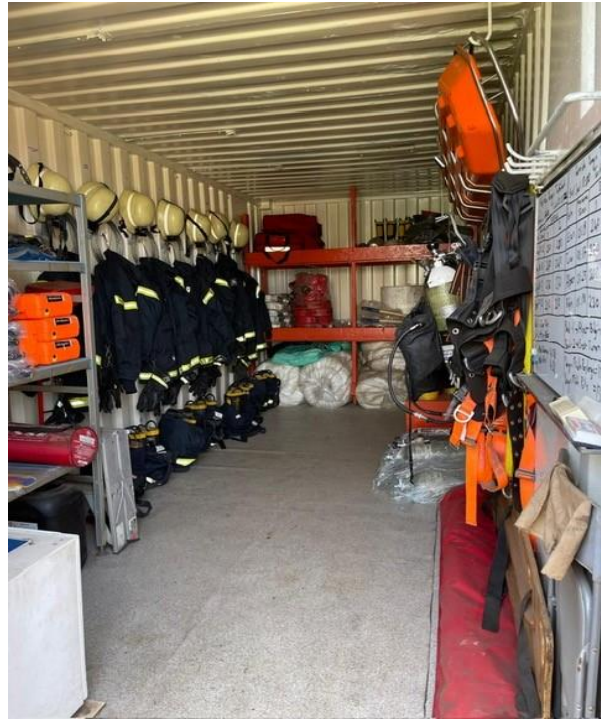


## Photographic Evidence taken during site visits

Emergency Response room



Firefighting Equipment Storage area.



Emergency preparedness drill



## Hazardous and Non-Hazardous waste Temporary Storage Area

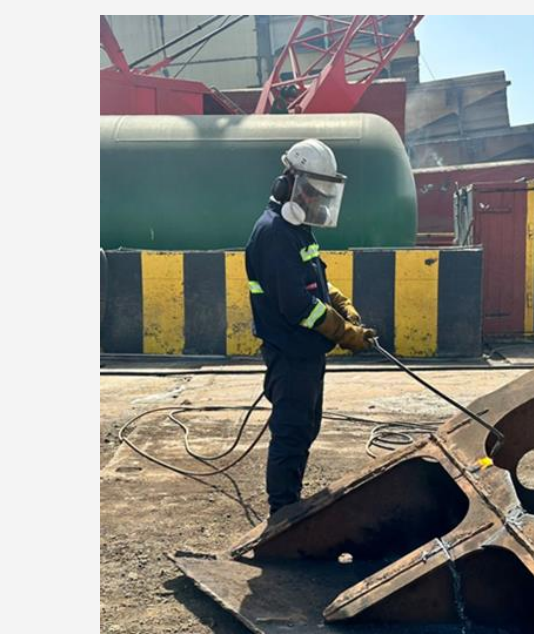


Dedicated walkways



Water tanks including Fresh water tank.







## Final Outturn

A detailed outturn of materials (ferrous, non-ferrous, plastics, oils etc.) is recorded by the company and this information is communicated to the DESA on a monthly basis, with hard copies available for inspection during the regular visits by DESA personnel.

A summary of this information made by LEYAL GEMI SOKUM SANAYI VE TICARET LTD. STI Ship Recycling to the DESA is presented in the tables below.

(All figures in Tonnes)	Expected	Actual	Destination
<b>Ferrous Metals</b>	5,350	5,028.760	Recycled
<b>Non-Ferrous Metals</b>	140	132.820	Recycled
<b>Cables</b>	60	75.360	Recycled
<b>Other</b>	100	144.700	Sale/Recycled
<b>Waste</b>	180	226.700	Disposed
<b>Total</b>	<b>5,830</b>	<b>5,608.34</b>	

No asbestos was found on board the ship.

95.96% of the material was recovered and recycled from the former RFA Diligence with a final outturn of 5,381.64 tonnes.

Final Destination	Tonnes	% age of Total
Sold or Recycled	5,381.640	95.96%
Disposed	226.700	4.04%
<b>Totals</b>	<b>5,608.340</b>	<b>100.00%</b>

The prevailing regulation on Waste Management of Turkey entered into force on 2<sup>nd</sup> April 2015. This regulation based on European legal texts (namely, Directive No. 2008/98/EC and Decision No. 2000/532/EC), aiming for synchronization of the Turkish law with the EU acquis. This regulation has abrogated three previously valid Turkish regulations and unified them in a single legal framework, according to the EU waste framework. Turkey, in its continuous efforts to improve its standards regarding Environmental management, has launched an extensive accession program that has been implemented in co-operation with the European Commission. Turkey being an OECD Member, an EU Member candidate and party to major international conventions (such as The Basel Convention, The Stockholm Convention and the Rotterdam Convention) has established a robust legal framework and industrial infrastructure that is broadly equivalent to relevant international and EU standards.

While the vast majority of the materials originating from the dismantling process are recycled/recovered 95.96%, the operation also yields a small fraction of non-hazardous and hazardous wastes streams.

The final disposal of wastes is undertaken by specialized waste contractors at facilities which are licensed for specific waste and disposal methods. Both the DESA and the Environment Agency (EA) of the UK review the proposed waste disposal routes in Turkey prior to granting permission for the export of the vessel, (TFS) with the process being controlled by the EA of the UK under the waste shipment regulation (European Regulation (EC) No.1013/2016) pre-informed consent export procedure.

The main waste recovery and disposal methods utilized in relation to ship recycling in Turkey	Materials	Weight
D1/D5: Regular/Industrial engineered Landfill	Insulating materials, Remnant waste, General wastes	224.640 Tonnes
D10: Incineration at high temperature for disposal	Foam Insulation	0.080 Tonnes
R1: Incineration for power generation	Fuels/Oils (liquids)	1.980 Tonnes
R4: Metal Reclamation/separation	Metal reclamation, including Electric & electronic waste, Cables	5381.640 Tonnes

The Waste related activities classed as Recovery (R) or disposal (D) is defined in the EU Waste Framework Directive 2008/98.

## Conclusion

The former RFA Diligence was completely dismantled by Leyal on Wednesday 7<sup>th</sup> August 2024 with 95.96% of the Ship being recycled/reused.

DESA undertook two site inspections during the dismantling process which was completed within 4 months.

DESA have now successfully conducted the sale of 33 ships for Recycling, which all have complied with international agreements and principles concerning environmentally sound management of waste.

The report will be sent to internal stakeholders and other foreign Governments as they view the UK MOD DESA as the lead when it comes to recycling warships.

**The report can be found on the DESA website.**

<https://www.gov.uk/government/collections/dsa-ship-recycling>



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