



turn back the toxic tide

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**Via Email**

Ms. Lene Bjorn Serpa  
Director, Head of Corporate Sustainability & ESG  
A.P. Moller-Maersk  
[lene.serpa@maersk.com](mailto:lene.serpa@maersk.com)

**Re: Full Return of All Illegal Cargo of Hazardous Wastes from Albania Including those Wastes Now in China**

Dear Ms. Serpa,

We've heard the news from Bloomberg<sup>1</sup> and in Maersk's letter to the Director of Laem Chabang Port Customs Office in Thai, (see Attachment A), of Maersk's promise to return the approximately 100 containers transported by the Maersk Candor and Maersk Campton suspected of containing hazardous waste back to Albania. I write to thank you for Maersk's decision and applaud your courage and leadership.

It is our understanding that the approximately 40 containers of suspected hazardous waste aboard the Maersk Campton were unloaded in Singapore on August 18, 2024. On August 19, 2024, these containers were listed as having completed transfer onto the MSC ship the Maria Saveria, scheduled to sail to Italy on August 21, 2024 where they will allegedly be transferred to another ship bound for Durres, Albania. It is further our understanding that the Maersk Candor has been dark (AIS switched off) since August 9<sup>th</sup> and is due in Singapore on August 24<sup>th</sup>. BAN wishes to share three key points below regarding next steps.

**I. Test samples from the containers and make results public**

We have not heard of any indication that samples from the containers will be tested. BAN strongly recommends that Maersk coordinate with MSC and Singaporean authorities to have split samples aboard the MSC Maria Saveria and Maersk Candor taken by two independent

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<sup>1</sup> <https://www.bnnbloomberg.ca/investing/2024/08/14/toxic-waste-bound-for-thailand-on-maersk-msc-cargo-vessels-set-to-return-to-europe/>

laboratories. Tests should be run for heavy metals, polycyclic aromatic hydrocarbons, and dioxins. Such tests can be taken before commencing repatriation and outcomes of such tests should not alter the intent to repatriate the containers.

**II. Maersk must sign a statement with MSC guaranteeing that all of the 100 containers of concern will go directly back to Durres, Albania**

Maersk should maintain holder status of all of the containers until they return to Albania at which time they can be managed by the Albanian government, which can contact the exporter to finalize the repatriation. Without this assurance, it is impossible to ensure that Maersk's intent to return the containers is fulfilled.

**III. Return similar waste currently in China**

Maersk is taking an admirable public stand to comply with the Basel Convention by returning the containers of suspected waste on the Candor and formerly on the Campton. But there was a previous shipment of 115 containers by Maersk of the same type of waste also from Albania. This waste is abandoned in China. BAN asks Maersk to finish the job by also testing and repatriating those containers that have been sitting in the Port of Nansha, Guangzhou City, China since April 2, 2024, after being blocked by Fengcheng customs. A list of these containers is included here as Attachment B along with the Bill of Lading number. In Attachment C we have provided the translation of the report and analysis of this waste conducted by Fengcheng customs, and in Attachment D we have provided the original report.

I want to reiterate our strong support for your decision. Let's work together to halt the very real harms of the illegal waste trade.

Sincerely,



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