

MÆRSK POST

1/2005





Cover:

A.P. Møller - Maersk has now taken delivery of the new extension to the headquarters on Esplanaden.

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About 25 years ago A.P. Møller had outgrown its premises on Kongens Nytorv, and in April 1979 we moved into the newly built headquarters on the waterfront.

Throughout the years, Esplanaden 50 has served us well. A presentable, while at the same time flexible and practical building, whose interior has been adaptable to our needs, but which in terms of capacity has gradually become too small due to A.P. Møller - Mærsk's continued development. Several departments have had to find accommodation elsewhere in the city, and thus the decision to build an extension was taken in November 2002.

The first sod was cut on 3 March 2003, and now the extension is finished. We shall start using 650 extra workstations, good-sized meeting rooms and improved access shortly, as well as a number of facilities such as lecture theatres, a fitness centre and a garage – without having to leave the existing premises.

I hope everyone will welcome the new setting with open arms and that the whole house will experience the same dynamic growth in the future as that we have experienced during the past 25 years.

Jess Søderberg



Deputy Prime Minister Bendt Bendtsen and Danish Ambassador Michael Sternberg getting an overview of the documentation process.

Danish Deputy Prime Minister Bendt Bendtsen Visits Shared Service Centre Mumbai

Reshma Parker

On 13 October 2004, the Danish Deputy Prime Minister Bendt Bendtsen visited the Maersk Shared Service Centre (SSC) in Powai. During the visit, Mr Bendtsen was accompanied by the Danish Ambassador Michael Sternberg, delegates from the Danish Ministry of Economic and Business Affairs and management of Maersk India Pvt. Ltd. and Safmarine India Pvt. Ltd.

The main purpose of the visit was to obtain a first hand impression of

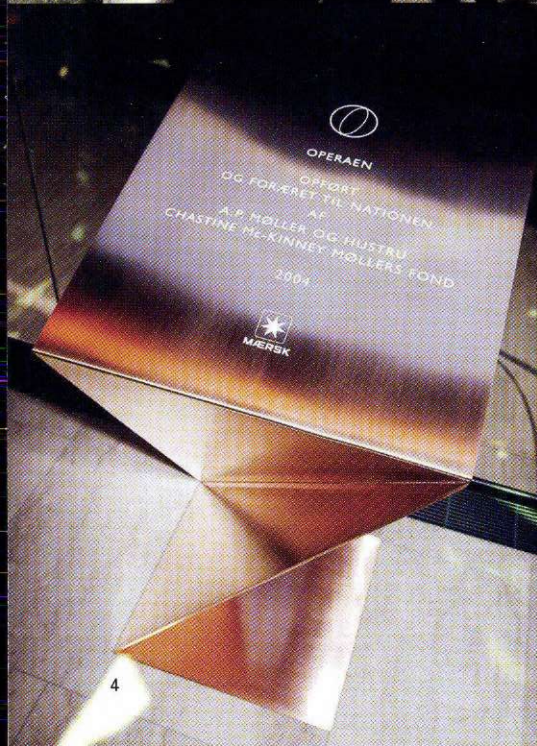
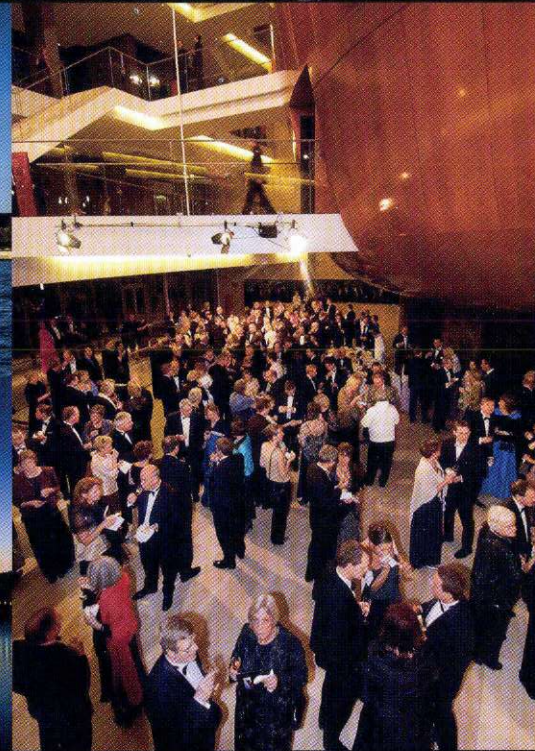
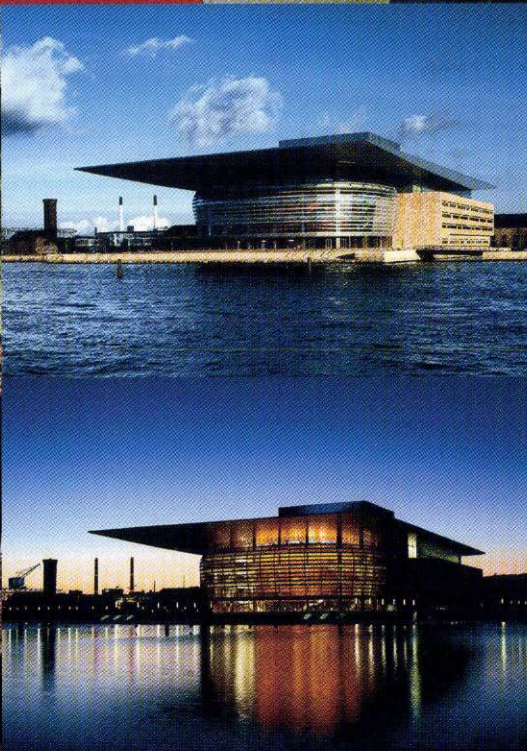
how the Mumbai Shared Service Centre supports the overall Maersk Container Business Strategy of delivering the best customer service. In addition to meeting the management team, the delegation made a tour of the facility and saw the various processes handled by the more than 900 employees.

Support Functions

Mumbai SSC is involved in over 18 Maersk Container Business processes, some of which are global support functions, whereas others are

limited to particular geographical regions or countries. Most of these activities are customer critical and all are backed-up with effective contingency plans to ensure business continuity.

Mumbai SSC, registered under the name of Maersk Infotech Services Pvt. Ltd., was established in July 1999. Since then it has developed to cater for a broader range of processes and from December 2003 has been part of the Global Maersk Shared Service Centres organisation.





Inauguration of the Opera House

On 15 January 2005, OPERAEN (The Opera House) in Copenhagen was inaugurated in the presence of Her Majesty Queen Margrethe and the royal family, as well as ministers, cultural celebrities and other specially invited guests.

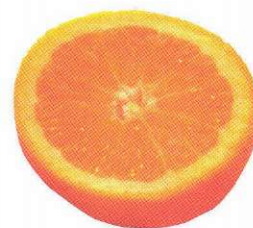
At the beginning of the opening performance, after the overture to *Elverhøj* (The Elf-Hill) by Frederik Kuhlau and the children's dance from *Elverhøj*, there were speeches by Mærsk Mc-Kinney Møller and Prime Minister Anders Fogh Rasmussen, followed by a comprehensive programme representing the best of opera and ballet. The celebration finished with a grand firework display from Amaliehaven over Copenhagen Harbour.





South America

– The World's Food Supplier



Maersk Sealand has been serving the South American markets since 1993, and during this period has been successful in supporting South America's development as a major provider of food products to all corners of the world.

Maersk Sealand in the Region

The company inaugurated its first service to North America from Peru, Chile and Colombia in 1993, with Ecuador being added in 1995. In April 1994, a regular service was provided connecting the East Coast of North America to the East Coast of South America, also serving Venezuela. Since they started, all these services have been upgraded numerous times and new ones added, to the point where the East Coast of South America will have seven weekly services by March 2005.

Today, Maersk Sealand has 51 offices in the area, employs more than 1,700 people in eight countries, and makes about 50 port calls per week to 32 different ports.

New Market Opportunities

Maersk Sealand has been directly responsible for the development of new potential in several South American countries, linking expanding ports to its global network and thereby creating opportunities for shippers and consignees. Ports such as Paíta in Peru, Manta in Ecuador, Pecem in Brazil, Barranquilla and Santa Marta in Colombia, Guanta, Puerto Sucre and Maracaibo in Venezuela and the entire Patagonian coast in Argen-

tina, have all benefited from this service expansion, and for the first time ever have been able to trade with all parts of the world through regular and reliable services.

From Break-bulk to Containers

Cargo in such ports has been converted from limited break-bulk services, as well as grown from new opportunities. Conversion of break-bulk cargo has also taken place to a very large extent from more regular ports. Shippers have seen the benefit from converting their cargo to container shipments, and have taken full advantage. Container transport allows shipments to many markets in smaller quantities and has thereby opened up opportunities that otherwise would have been unex-

plored because of insufficient volumes to ship in a break-bulk vessel. Container transport also allows for better distribution at destination, a more intact cool chain, generally higher prices for the product because shipments are made in more suitable quantities, as well as better turn-out of the cargo and longer shelf life in the stores.

Reefer Cargo

All commodities such as fruits, pork, meat, poultry, and seafood can now be shipped in reefer containers instead of break-bulk volumes. This conversion is taking place particularly in Brazil, Chile and Argentina, and will continue for some years to come. The experience clearly shows that once shippers have converted

Facts on South America

- 12 Countries and one Territory (French Guyana)
- 17.819 million km²
- 349.51 million inhabitants
- The largest city is Sao Paulo, in Brazil, with over 18 million inhabitants
- Chile accounts for 25% of the world's production of salmon
- Ecuador is the world's largest supplier of bananas
- Colombia is the second exporter of flowers in the world, following The Netherlands
- Brazil is the leading producer (45 million bags/year) and exporter (27 million bags) of green coffee in the world

South America – The World's Food Supplier, continued



to containers, they change their entire logistics operation, and are very unlikely ever to change back to break-bulk shipments. While the reefer cargo has been the backbone of several of the new services, it should be noted that such reefer shipments have usually been followed quickly by increased dry cargo shipments, as these shippers have taken the opportunity to explore the new markets that have been opened.

The Number One Exporting Country

The growth in refrigerated exports has been so high over the past six years that six of the top 20 exporting countries for Maersk Sealand are now located in South America. Brazil heads the list at number one, closely followed by Chile in third place and Argentina in fifth place. Peru, Ecuador and Uruguay round up the countries on the top 20 list, and all have the potential to grow even further in the future.

Year Round Shipments

Shipments of frozen pork, meat and poultry move year round without any seasonality, and one fruit season is replaced by another, providing year round shipments. The various fruit seasons also complement the seasons in the northern hemisphere, thereby providing the

world with access to all the various fruits on a year round basis. As an example, Brazil and Argentina export apples to the USA and Europe from July to September, as France supplies those markets from October to March. Grapes, plums, apricots, cherries, strawberries and vegetables are produced between January and June in Chile and from July to December in California, USA.

Geographical conditions are favourable in Ecuador and the Northeast of Brazil for shrimp farms, and Chile has taken full advantage of its geographical situation to become the world's second largest salmon producer after Norway, which has many of the same geographical conditions as Chile for producing farmed salmon. In summary, seasonal and geographical aspects have been organised so that customers can find fruits, vegetables, meats and seafood on the shelves throughout the year.

World's Largest Supplier

Agribusiness is now worth some \$150 billion a year in Brazil, accounting for more than 40 per cent of the country's total exports. Already the world's largest supplier of chickens, orange juice, sugar, coffee and tobacco, official statistics indicate the possibility of adding soybeans to the list, depending on the

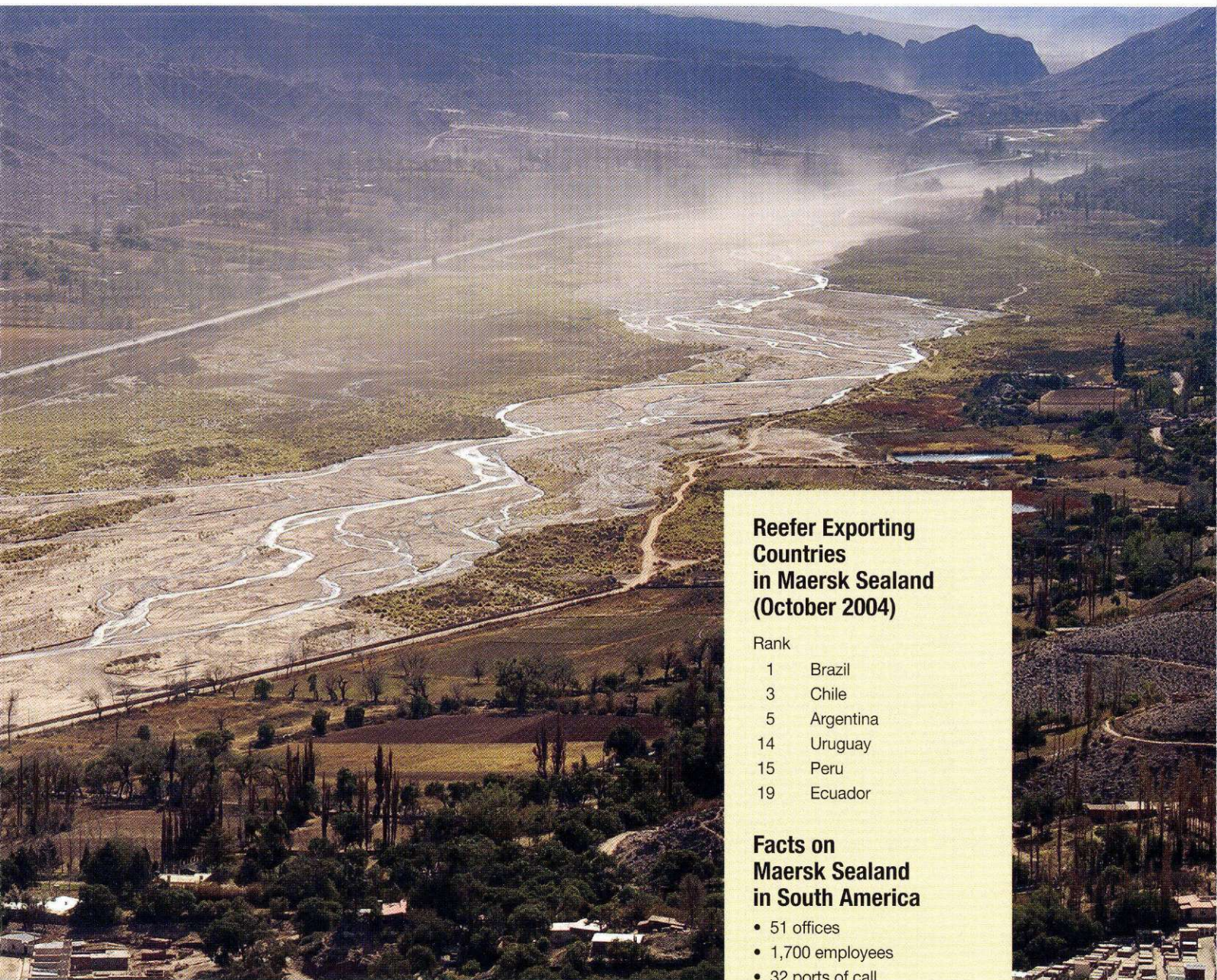
fluctuations in this volatile market. The country has a grass-fed herd of 175 million cattle (the world's second largest), and this has allowed Brazil to become the largest exporter of beef last year. During the first nine months of 2004, sales of Brazilian beef abroad rose 77% over the same period the previous year, leading to predictions that the 2005 export would increase to \$2.5 billion in revenue.

Reliability and Consistency

In line with the Vision and Mission statements, Maersk Sealand has become better and better over the years at providing creative new containerised transport solutions for South American exporters. Customers want reliability and consistency of services. They need to know that there is a ship every week, that space and equipment is available, and that they will get good service. When dealing with perishable cargo, these issues are highly important to the shippers as they cannot wait a week to ship their cargo. Maersk Sealand has provided this assurance.

New Services

A good example of such a transport solution is the L-Class ships used on the East Coast of South America service. Plans for these vessels with a reefer capacity of 1,100 containers were conceived in 1997, at a time when the largest container vessels had capacity and plugs for around 500 to 600 reefer containers. The first L-Class call was in December of 2002 and these vessels are now regularly loading in excess of 1,000 reefer containers per sailing. Another example is the direct Chile to Europe service launched in 2003,



Reefer Exporting Countries in Maersk Sealand (October 2004)

Rank

- | | |
|----|-----------|
| 1 | Brazil |
| 3 | Chile |
| 5 | Argentina |
| 14 | Uruguay |
| 15 | Peru |
| 19 | Ecuador |

Facts on Maersk Sealand in South America

- 51 offices
- 1,700 employees
- 32 ports of call
- 50 port calls per week

Country Locations

- Argentina
- Bolivia (3rd part agency)
- Brazil
- Chile
- Colombia
- Ecuador
- Guyana (3rd part agency)
- Paraguay (3rd part agency)
- Peru
- Suriname (3rd part agency)
- Uruguay
- Venezuela

again with vessels far exceeding the capacity normally deployed in trade with Chile, and again the combination of space, equipment and a good product proved very successful.

In two years Maersk Sealand has increased its market share of reefer cargo shipments from Chile from 12% to over 30%. Completely new services such as that to the Middle East and West Africa from the East Coast of South America have also been started based on the conver-

sion and now provide regular services between parts of the world that simply did not have such products before.

The Future

The future outlook is positive, as South American food products are very good and competitive by worldwide standards, so with organic growth on the horizon as well as more cargo to be converted, the future is bright and Maersk Sealand is well positioned to be a major factor in these markets for years to come.

The Workhorses from China

On 14 January 2005 newbuilding ROSA MÆRSK, a 35,000 dwt product tanker, was delivered from Guangzhou Shipyard International in China. This is the final vessel in a series of 22 sister ships.

Bjarne Foldager

A Large Series of Vessels

Maersk Tankers has a significant newbuilding programme and over the last couple of years almost every issue of Mærsk Post has contained an article about a namegiving ceremony for a new tanker, many of which have been R-types.

On 13 March 1997 the first shipbuilding contract was signed with Guangzhou Shipyard International. Two years later on 8 July 1999 RAS MÆRSK was delivered as the first vessel to the A.P. Moller - Maersk Group from China. This was the start of what has become the largest series of vessels, 22 in all, ever built

for A.P. Moller - Maersk, with the exception of the S-class container-ships from Lindø.

High Quality and Improved Design

To the present day A.P. Moller - Maersk has taken delivery of a total of 32 ships from three different shipyards in China: eight P-types (110,000 dwt product tankers) have been delivered from Dalian New Shipyard, four of the 22 R-types have been built at Dalian shipyard and in addition to 18 R-types two Ro-Ro ships for Norfolkline have been delivered from Guangzhou. The outstanding orders for vessels

from Chinese yards exceed 30 from four different yards and include VLCC's, 110,000 dwt product tankers, 29,999 dwt product and chemical tankers, and 16,500 dwt product and chemical tankers.

Five of the 22 R-types have been sold, but all remain within the commercial control of Maersk Tankers via either time charter or commercial management. All ships are high quality, modern vessels living up to the stringent requirements of the oil companies. The vessels all have a double hull, and are fitted with bow and stern thrusters as well as a vapour return system.

Fire fighting equipment being tested onboard RAS MÆRSK



In the eight years that have passed since the first R-type was contracted the design has undergone changes. A.P. Moller - Maersk is striving continually to improve the design and to show foresight in order to live up to future demands of the industry – always a challenge considering that at least two years pass from the time a contract is signed until the vessel is delivered.

The Workhorses

The R-types are employed in regional distribution markets all over the world, but with Europe as the main trading area. The ships are truly workhorses that carry all kinds of refined petroleum products as well as crude and palm oil. This combined with their size, which allows them access to ports off-limits to larger vessels, makes them especially attractive in the regional markets.

So far, the ships have performed more than 1,500 voyages and made more than 3,700 port calls in total. They have carried about 40 million tonnes of cargo including 736,000 tonnes of palm oil, 2.4 million tonnes of crude oil, 20 million tonnes of heavy fuel oil and 16.5 million tonnes of clean petroleum products. The clean petroleum products include 7.4 million tonnes of gasoline, the equivalent of about 10 billion litres, which would allow a medium sized car to run 150 billion kilometres or 250,000 times around the world.

The workhorses of the fleet are not expected to retire for many years. The upgrading of design and the fact that the vessel type is flexible in terms of cargo ensure that they will remain in the fleet of Maersk Tankers for years to come.

RAS MÆRSK



Left to right: Hu Guoliang, President, Guangzhou Shipyard International, Captain Alf Lyager Jensen, Inge Brenøe, Lars-Erik Brenøe, A.P. Moller - Maersk, Sponsor Allis Helleland, Managing Director of the Danish National Gallery, Haakon Helleland, Chief Engineer Jens Jørgen Nørgaard and Han Guangde, President, Guangzhou Shipyard International.

Namediving of ROSA MÆRSK

Before delivery, ROSA MÆRSK was named on 13 December 2004 by Allis Helleland, Managing Director of the Danish National Gallery, at Guangzhou Shipyard International. The name ROSA MÆRSK was chosen because it is the

latin word for rose and linked to the Møller family through Rosa Mærsk-Møller, daughter in law of the grandfather of A.P. Møller, who founded the A.P. Moller - Maersk Group.



A.P. MØLLER at Pier 400.

APM Terminals Creates New Opportunities in Global Commerce

Winning two concessions to operate container terminals in Tangier, Morocco and Zeebrugge, Belgium, APM Terminals ends 2004 on a high note.

On 22 November 2004, a consortium led by APM Terminals won the Build-Operate-Transfer (BOT) concession for a new container terminal currently being constructed in Tangier, Morocco. The consortium also includes the Moroccan AKWA Group with a 10% share.

Under the concession agreement, the consortium will develop, operate and manage the new container terminal for a period of 30 years. The terminal will be developed to world-class standards, capable of handling the largest container vessels expected, and will be operational in 2007.

The container terminal is well positioned to create opportunities for commerce and shipping in the area. Not only is it a natural gateway to and from the Moroccan market, but with the strategic location at the Straits of Gibraltar, it is also ideal for shipping lines' hub operations; right at the cross roads for services linking the Americas, Europe, Africa, the Mediterranean and Asia.

The facility in Tangier will complement APM Terminals' other activities in the Mediterranean and South Eastern Europe, which also include operations in Algeciras in Southern Spain, Port Said at the

Northern entrance to the Suez Canal and Constantza on the Romanian Black Sea Coast, as well as a share in the Gioia Tauro container terminal in Italy.

Less than a month later, on 15 December, APM Terminals also signed the 36-year concession for the redevelopment, operation and management of a container terminal at the Albert II South Dock in Zeebrugge, Belgium. The signing follows two months after APM Terminals was named the preferred bidder for the concession.

Zeebrugge is located on the Belgian North Sea Coast, and it offers shipping lines several advantages. It is directly on the open sea, so it can be accessed with a minimum of the costly deviations of the Belgian river ports. With excellent inter-modal connections and more than 15 metres water depth at all tides, the port is ready to meet customers' increasing demands.

APM Terminals Zeebrugge is scheduled for opening in 2006, and offers a very interesting value proposition for the shippers and shipping lines of Northern Europe. Alone, or in conjunction with our other facilities in the region: Århus in Denmark, the Bremerhaven joint venture in Germany, and Rotterdam in The Netherlands.



Port of Zeebrugge.

The Tangier terminal:

Quay:	800 metres
Water depth:	16 metres, dredgeable to 18 metres
Yard:	40 hectares (400,000 m ²)
Quay cranes:	Eight Super Post-Panamax gantry cranes
Yard cranes:	29 Rubber Tyred Gantry cranes (RTGs)
Capacity:	More than 1.3 million TEU
Opening:	2007

The Zeebrugge terminal:

Quay:	900 metres
Water depth:	More than 15 metres at all tides
Yard:	40 hectares (400,000 m ²)
Quay cranes:	Five Super Post-Panamax gantry cranes
Yard cranes:	Straddle carriers
Capacity:	More than 1.0 million TEU
Opening:	2006



Morten Frost Mathiesen and the A.P. Moller - Maersk Travel Management Team: Christian Skram-Jensen, Anne Valentin Johansen and Anne Louise Nehm. The A.P. Moller - Maersk Hotel Reservation Service booking tool will always offer the lowest rate and consolidate corporate volume for future negotiations with hotels.

New Global Hotel Reservation Service

All hotels under A.P. Moller - Maersk agreements can now be booked through a new online system – the A.P. Moller - Maersk Hotel Reservation Service. This tool is mandatory for reservation of hotels for business accommodation and is available for private reservation as well.

Travel contacts across the entire A.P. Moller - Maersk Group have provided volume indications and information on hotels to enable A.P. Moller - Maersk Travel Management to coordinate and consolidate prices, locations, quality and local wishes. This has led to agreements on all major locations within the Group. The Hotel Reservation Service (HRS) is a dynamic web tool, constantly updated with quality hotels to meet the needs of the Group's travellers and feedback from travel contacts globally.

The Key to Hotels and Savings

The new online HRS is the key to saving time and money when making hotel reservations worldwide without compromising quality or facilities. The concept is expected to save approximately 10 to 15% per room night on average.

The Group purchases more than 100,000 room nights annually. On this basis the new hotel booking tool will secure savings of approximately DKK 7 to 8 millions. HRS provides a swift overview of all hotels available under the agreements and signed with HRS. The approved hotels are marked APMM. Only if no hotels are available under the agreements, any other hotel in the HRS booking tool may be used as an alternative. Hotels which are fully booked will not be displayed at all.

A.P. Moller - Maersk HRS makes it possible to save money when hotels reduce their prices during off-peak season or run promotions. On the other hand, ceiling prices secured by the agreements ensure that you pay a very competitive price in peak season when hotel rooms are in high demand.

Where to find the booking tool?

The A.P. Moller - Maersk Hotel Reservation Service booking tool can be found on @maersk on Maersk Procurement's web site "Maersk Procurement/Buyer's Compass", please choose "Travel and related activities" located on the main page. Remember to log on to @maersk.

Ask for a brochure on the hotel booking tool or more information from A.P. Moller - Maersk Travel Management at cphmprotrv@maersk.

What is A.P. Moller - Maersk Travel Management?

A.P. Moller - Maersk Travel Management is a department within Maersk Procurement which consolidates volume and coordinates negotiation within travel and related activities in close cooperation with travel contacts across the Group.

In some markets it has proven advantageous to conduct local negotiations directly with hotels on behalf of the A.P. Moller - Maersk Travel Management. Thanks to detailed knowledge of local conditions and requirements the travel contacts are in a very good bargaining position.

Namegiving of Two New Container Vessels from Odense Steel Shipyard to Safmarine

On 20 November 2004 Andrea van Wyk, accompanied by her husband Riaan van Wyk, Managing Director, Colors Fruit (Pty.) Ltd., named SAFMARINE NOMAZWE.

On 7 January 2005 Roswitha Köpke, accompanied by her husband Christoph Köpke, Chairman, DaimlerChrysler South Africa (Pty.) Ltd., named the sister vessel SAFMARINE NOKWANDA.

SAFMARINE NOMAZWE and SAFMARINE NOKWANDA both have a length of 266 metres, a breadth of 37 metres and a capacity of 3,700 TEU. The vessels are each equipped with an 8-cylinder HSD-Wärtsilä Sulzer diesel engine, which develops 45,700 kW at 102 revolutions per minute – equivalent to 62,200 BHP. Each has a crew of 15.

SAFMARINE NOMAZWE is registered in London and will be commanded by Captain Leon Peter Strydom with Stanley N. Broers as Chief Engineer.

SAFMARINE NOMAZWE is registered in Bristol and will be commanded by Captain Christoffel W. Kortum with Robert J. Lawson as Chief Engineer.

After delivery both vessels will enter into Safmarine Container Lines' liner service between South Africa and Europe.



Sponsor of SAFMARINE NOMAZWE Andrea van Wyk surrounded by (from the left) Knud E. Stubkjer, Captain Leon Peter Strydom, Riaan van Wyk, Managing Director, Colors Fruit (Pty) Ltd and Torben Anker Sørensen, Odense Staalskibsværft.



Sponsor of SAFMARINE NOKWANDA Roswitha Köpke surrounded by (from the left) Torben Anker Sørensen, Odense Staalskibsværft, Knud E. Stubkjer, Captain Christoffel W. Kortum and Christoph Köpke, Chairman, DaimlerChrysler South Africa (Pty.) Ltd.

Practice Makes Perfect

SvitzerWijsmuller and Force Technology have jointly developed a full mission tug simulator for training tugboat crews, which is already setting new training standards within the towage industry.

The simulator has been tested by captains in SvitzerWijsmuller as well as the programme developer and partner, Force Technology in Copenhagen. The simulator is based on an accurate model of the newest series of SvitzerWijsmuller Azimuth Stern Drive (ASD) M-Class tugs built at Baltija Shipyard in Klaipeda. The port model used for the simulation can be any port of choice, making it possible to train tug crews in a variety of real-life situations that resemble their actual work conditions.

World Class Training

SvitzerWijsmuller is a truly international team of 2,000 employees worldwide, handling more than 250 vessels with operations stretching from Sweden in the north to Australia in the south and from Canada in the west to China in the

east. SvitzerWijsmuller is known and respected for a strong culture of accountability and discipline. It is important to guard this reputation and maintain common high standards in all areas of the SvitzerWijsmuller organisation. The new full mission tug simulator will assist in these efforts.

The simulator will improve training primarily within two areas of the SvitzerWijsmuller business. Firstly, the intention is to use the simulator to train tug masters, pilots and towed vessel captains for new terminal projects. Training will focus initially on tug handling, piloting and berthing of LNG vessels, tankers or any other type of vessel. Interaction between tug, pilot and captain will play an important role in these training sessions. Secondly, SvitzerWijsmuller

will use the simulator to train experienced masters and Chief Officers in ASD tug handling, escorting trials, bridge resource management and vessel handling in port and emergency situations.

Ahead of Competition

SvitzerWijsmuller is the result of the integration of many companies. Efforts are directed continually towards implementing common SvitzerWijsmuller and A.P. Moller - Maersk standards, creating a stronger sense of belonging across the Group's various regions. With the investment in the simulator SvitzerWijsmuller will remain ahead of the competition and nurture its strong market leader position and cost leadership.

A simulator training programme at Force Technology will take four days and be facilitated by instructors from SvitzerWijsmuller and Force Technology. Further investments will be scheduled to implement other tug classes within the SvitzerWijsmuller Group to expand the scope of training.

Commitment to Safety

The tug simulator is reaffirming SvitzerWijsmuller's commitment to the highest safety and training standards. Providing a safe working environment for all our employees and preventing personal injury, environmental damage and damage to property are of the utmost importance.

Interaction between tug, pilot and captain plays an important role in the training sessions.





The Medieval Centre – a Living Museum

The Medieval Centre near Nykøbing Falster in Denmark has been supported twice by the A.P. Møller and Chastine Mc-Kinney Møller Foundation. The support was given to the Centre's maritime display where a number of ships from the Middle Ages have been reconstructed and are presented to the public. At the Medieval Centre, however, you may experience many other things, as described below by Head of Centre Peter Vemming, MA.



Knight Lily.

Read more about the
Medieval Centre on

www.middelaldercentret.dk

The Launching of a Museum

The Medieval Centre was launched in 1989, Nykøbing Falster's 700th anniversary of being granted a charter as a market town. On this occasion the local museum reconstructed a trebuchet, a medieval catapult used mainly in sieges of towns and castles. The reconstruction was a great success, and nearly 20,000 people visited the site of the trebuchet. The seeds of a museum centre had been sown!

In the next few years the centre's activities increased, subsidised by development funds and very large local support. The number of visitors increased year by year, and the Medieval Centre developed rapidly into an established institution in the local community.

Knight Tournaments

According to its charter the Medieval Centre will research early technology and handicraft and present the results to the public. This is done partly by reconstructing very heavy medieval catapults and demonstrating the heavy artillery of that

time for the public by shooting in to the neighbouring Guldborg Sound. Not only did they use stone balls in the Middle Ages, but they also fired dead animals to create diseases among the besieged, barrels of pitch and oil that could be ignited, beehives, flint pebbles in clay balls which spread like grapeshot on impact and finally there are reports of captured spies being fired back over the castle wall.

The Centre is also hosting a genuine knight tournament where the knights compete in various events for money, honour and the bride of their choice. These tournaments were the nobility's favourite sport and the common people's best entertainment, attracting up to 1,000 knights at a time. The tournament usually began with a so-called "bo-hord", where everybody competed against everybody else and continued with hand-to-hand jousting as contestants thinned out. You ran the risk of losing your life during these tournaments, but it was also possible to leave with great honour and a very large fortune. Although the last knight tournament was



The Medieval Centre has two reconstructed medieval ships SOPHIE and AGNETE, coasters of that time, which transported merchandise to Northern Germany from local ports, among other things.

held more than 500 years ago in Europe – in Rostock, Germany – such a tournament is still dashing and gripping entertainment.

The Market Town Sundkøbing

The Centre also portrays everyday life in the Middle Ages; in the small market town Sundkøbing where life is lived as it was 600 years ago. The houses are populated by people in medieval clothes, and visitors soon realise that they are in a time warp. It is not possible to speak to the residents of Sundkøbing about last night's television programmes, but they do not turn down a discussion on whether the earth is flat or round.

In Sundkøbing you can meet rich and poor people; tradesmen busy with production and the well-off merchant with his large house and

warehouse on the waterfront. Here you can find merchandise from all over the world, cloth from England, sulphur from Iceland and spices from the Far East. The merchant's ships lie at the yard arm in the small museum port and sometimes the public can board one of the ships and sail on Guldborg Sound.

If you are in need of refreshment, you can visit the banquet hall "The Golden Swan". Here you may try the Centre's experimental archaeological kitchen in 13th century surroundings, where the food is prepared according to preserved medieval recipes – very elegant, very spicy and very different dishes!

The Basic Values of the Centre

The Medieval Centre does not tolerate compromise of its profession-



The Medieval Centre in winter clothes.



Ceramics sold at the Centre.

The Medieval Centre – a Living Museum, continued

alism. The building or reconstruction of a house or ship is based on research. Whole houses are seldom maintained and if, for instance, a merchant's house from the end of the 13th century is to be reconstructed, information from sources such as medieval illustrations, information from the excavations of archaeologists, fragmentary finds of building timber etc. are gathered. It is safe to say that the reconstructions made by the Centre are snapshots of the present professional knowledge of the object in question.

Every year the Medieval Centre is visited by almost 90,000 people. The Centre is supported by the government, county and local authorities and also has extensive earnings of its own. In Denmark



One of the residents of Sundkøbing. Each year about 150 volunteers help to make the Medieval Centre a living museum.

and abroad more and more centres of a similar kind are emerging, which bring our shared, recent history to life for many people, on a professional basis. These are the strengths of the Centres in the modern museum world!

Market day in Sundkøbing





A.P. Moller - Maersk's Art Society in Copenhagen

More than 20 years ago, a committee was set up to establish an art society at A.P. Møller. The final form of the society was decided at its first general meeting on 4 September 1984.

Inge Færch ■ The objective of the society was to further interest in art and handicraft by:

- a. providing access to lectures, museums and exhibitions;
- b. arranging purchase of art objects to be disposed of by lottery among members;
- c. initiating related activities.

These objectives still apply to the society, but emphasis between the individual points has changed a good deal throughout the years.

For many years museum visits and theatre performances were attractive events, but the interest in these has declined in recent years, partly because it is now easy to buy tickets on the Internet. This has led to discussions by the society's committee about what art is. The committee has not defined the final answer to this question, but is aware that an adjustment is necessary to keep members interested.

Today, there is thus more focus on "related activities". Over the last couple of years, the programme has included many exciting events, such as sightseeing tours of the harbour, a visit to the Opera construction site, movie premieres, a visit to the Russian church, a falconer show, conducted tours of several painting

exhibitions, Christmas concerts in the Citadel church etc. Judging from the number of participants, the society is moving in the right direction and can from time to time report a full house.

The objective of the Art Society is to take additional, similar initiatives in the future. Our largest source of inspiration continues to be our members, so everybody is urged to put forward ideas for new and exciting events. Some members may perhaps have contacts at places that are not normally open to the public.

The cornerstone of the work of the Art Society is still the purchase of good art objects to be disposed of by lottery among the members, and with the society's 20 years of activity many members have enjoyed this benefit. The lottery takes place at the annual general meeting, which is always an enjoyable evening for the 200 participants. The height of the evening is without a doubt the drawing of the winners. Before the lottery the art objects are part of the changing exhibitions in the canteen on Esplanaden. The exhibitions are of very different styles expressed by contemporary artists.

A condition for membership is that you are employed by Rederiet A.P. Møller A/S, Maersk Ship Design A/S or Maersk Broker K/S and stationed in Copenhagen. Although this is not the case just now, the society will be pleased to welcome employees who transfer to Copenhagen. Today about half of the employees of A.P. Moller - Maersk in Copenhagen are members of the Art Society and there is room for more. The financial basis of the society's work is the membership subscription and payment for participating in the various events.

There will be many exciting events in 2005. The spring programme includes a visit to the old building Børsen, the famous confectioner's La Glace, the Synagogue, a lecture by jewellery designer Henning Kern and of course a tour of the Opera. The autumn programme has not been laid down yet, but there are many exciting ideas in the pipeline – among them a visit to the Matisse exhibition at Louisiana Art Museum.

If you are interested in membership of the society, visit our homepage on @maersk and register under Local Sites/Esplanaden/Leisure/Art/Art Society/About Art Society/Membership. See you again in 2005.

Danish Company of the Year Award

■ The Danish Business Club in Russia selected ZAO Maersk to receive the "Danish Company of the Year" award, made annually to a Danish company operating in the Russian market.

The award recognises the social contribution that the company makes to the local community in terms of people, development, education and the opportunities that Maersk creates for employees. The ceremony took place on 9 December 2004 at the Danish Embassy in Moscow, at the Christmas Reception.

Lars Vissing, Danish Ambassador to Russia is handing the award to Tiemen Meester, A.P. Moller - Maersk. Left Andres Garcia, General Director of Haldor Topsøe, Russia and in the back Jan Gottlieb, Head of the representative office of DLF Trifolium in Moscow.



A Tour of Pier 400

■ Ulrik Federspiel, the Danish Ambassador to the United States, recently led a delegation on a tour of the APM Terminals Pier 400 in Los Angeles to learn more about the West Coast terminal operations and to see firsthand how Maersk

Sealand handles its peak-season volume. The tour was conducted by Kathy Costanti, APM Terminals in Los Angeles. Presentations were given by Alan McCorkle, APM Terminals in Los Angeles, and Kurt McElroy, Maersk Inc.

Touring Pier 400 in Los Angeles were, from left, Kurt McElroy, Maersk Inc., Niels Christian Uhrenholdt, Danish Trade Commissioner, Los Angeles, Dr Birgitte Federspiel, Alan McCorkle, APM Terminals in Los Angeles, Ulrik Federspiel, Danish Ambassador, Kathy Costanti, APM Terminals in Los Angeles and Lene Balleby, Minister Counsellor Head of Information, Press and Cultural affairs, the Danish Embassy.



Maersk Oil Signs New Exploration Contract Offshore of Suriname



■ On 9 November 2004, Maersk Oil signed a Production Sharing Contract with state oil company Staatsolie, granting Maersk Oil Suriname B.V. rights to explore for and produce hydrocarbons in Block 31 offshore Suriname. The block covers an area of some 13,800 km², 30 kilometres from the coast in water depths ranging from 20 to 50 metres. Maersk Oil's initial work programme comprises acquisition and interpretation of seismic data, which commenced in December 2004. Based on the results of this work, a decision will be made regarding possible exploration drilling activity.

From left to right: Eddie Jharap, Managing Director, Staatsolie, Poul Munk Andersen and Richard Doidge, Maersk Oil og Gas AS.

Andi Madsen

■ On 21 October 2004 A.P. Moller - Maersk in Vietnam opened its new headquarters in Ho Chi Minh City. Several prominent guests attended to mark the occasion, which included an opening ceremony with the traditional "dancing lion parade". Among the guests were the Danish Ambassador to Vietnam Peter Lysholt Hansen, city government officials, many of our major customers and Thomas Ørting Jørgensen, Maersk South East Asia.

Maersk Sealand has been represented in Vietnam since 1991, Maersk Logistics since 1995 and APM Saigon Shipping Co., Ltd (MCC) has been operating in Vietnam since 1991. With the new office, all A.P. Moller - Maersk companies represented in Vietnam are headquartered in the same building for the first time since the Group started operating in the country. The new modern office lives up to a corner stone in the global mission statement, namely to provide our colleagues with a motivating place to work.

New Head Office in Vietnam



Left to right: Luong Van Ly, Vice Director of HCMC Department of Planning & Investment, Peter Lysholt Hansen, Danish Ambassador to Vietnam, Nguyen Dinh Mai, Vice Director of HCMC Service of Trade and Thomas Ørting Jørgensen, Maersk South East Asia.



Participants at the signing ceremony in Hong Kong.

Contract Extension

Raymond Kok

■ Footstar Corporation and Maersk Logistics USA Inc. have agreed to extend their existing service agreement for an additional seven years. This agreement is the longest contract that Maersk Logistics has signed with any customer. On 8 December 2004, a contract signing ceremony was held in the Maersk Hong Kong board room. The contract was signed by Jeff Shepard, CEO and President of Meldisco

Division of Footstar Corp., James DeVeau, Senior Logistics Vice-President of Footstar Corp., Ken Eckert, Footstar Global Sourcing Vice-President of Meldisco Division of Footstar Corp., and Anthony Chiarello, Maersk Logistics USA Inc. The contract signing was also witnessed by Tommy Thomsen, Søren Brandt, Maersk Logistics and Steffen Schiøttz-Christensen, Maersk Logistics (China) Co. Ltd.

For the complete story, please visit the ASI/PRSLOGCOM intranet site at: <http://maerskhkg:86/upload/cli/Contract%20signing%20full%20story.doc>

APM Super Cup 2004

Lars Christensen, Asbjørn Kastaniegaard, Ole Pradsgaard, Gitte Vestergaard and Susanne Hansen

■ On Saturday 13 November 2004, the 10th annual indoor soccer tournament, APM Super Cup took place in Copenhagen. The tournament, arranged by the Mærsk Sports Association, is the most extensive sporting event within the Group and includes players from Esplanaden as well as affiliated companies in Denmark. The tournament was won by "Iznogood" from Maersk Broker, who defeated a Human Resources

team "Devils" in the final, after some very exciting last rounds.

2004 proved a record year with 112 teams competing and 886 people attending the evening dinner; an increase of 26 teams and 254 people compared with 2003. This turned out to be a successful day in every aspect, with fair play and good sportsmanship. Hope to see you all next year!



Security Meeting in South America

■ On 17 and 18 November 2004 the first annual South America Country Security meeting took place in Sao Paulo, Brazil. All eight countries where A.P. Moller - Maersk is established with its own offices were represented, but business and corporate security was discussed for all 13 South American countries where A.P. Moller - Maersk is active.

Security is not a new subject for the organisations in South America. There is a long tradition of looking ahead and ensuring that staff as well as cargo, vessels, ports etc. are well protected and, should the worst happen, that a well understood and complete contingency plan is established. The complexity of security demands a wide range of expertise and inside business experience, blended with knowledge of local conditions.



Representatives from eight South American countries at the security meeting in Brazil.

Royal Visit to Mærsk Container Industri's Stand



His Royal Highness Prince Joachim with Finn Buus Nielsen, Bjarne Kolbo Nielsen and Tim Rishøj from Mærsk Container Industri.

■ His Royal Highness Prince Joachim officially opened the Inter-modal Transport & Logistics Conference (ITL) 2004, marking the first appearance of the conference in Copenhagen. Mærsk Container Industri AS (MCI) had the pleasure of welcoming Prince Joachim at their stand.

The annual ITL was held in November 2004 at the Copenhagen Congress Centre. It is a truly international event and over 75 countries were represented amongst exhibitors, visitors and delegates. The exhibition provides an ideal opportunity to meet industry colleagues and business partners, to source and renew contacts and to develop business strategy under the overall theme "Total Cost of Ownership".

As in previous years, MCI had invited all their business partners to attend the exhibition. The MCI staff had three productive days and were pleased to have the opportunity to provide insight into the reefer container products and processes at the two factories in Denmark and China.

Mærsk Container Industri Re-enters Dry Container Manufacturing

■ To support Maersk Sealand's requirement for dry containers, Mærsk Container Industri AS (MCI) has re-entered the standard box building business with the acquisition of the former Dongguan Winco dry freight plant in Guangdong Province, China. Ideally located on a 300,000 m² site between Hong Kong and Guangzhou, the Dongguan plant was established in 1998 with its own riverside berth. Business operations were not sustainable and the plant has been dormant since 2002, so the existing buildings and manufacturing equipment require complete modernisation and renovation.

Signing the contract at the table (left to right): Bjarne K. Nielsen, MCI Dongguan, Mr Ye, General Manager, Winco (former name of MCI Dongguan), Finn Buus Nielsen, MCI and Ye Guo Zhu, Dongguan Foreign Economic and Trade Asset Management Co., Ltd.

Today more than 200,000 m² of the land is a banana plantation, so MCI will commence the civil engineering for piling and developing the total area. During 2005 MCI intends to install a completely new production line with a capacity of 100,000 TEU per year and production is scheduled to start in the early part of 2006. Standard Operating Procedures developed at MCI's reefer plant in

Qingdao will be applied at the new facility, which will be capable of building a full range of 20, 40 and 45 feet standard and high cube steel dry freight boxes. Initially the company will employ 1,200 to 1,500 people. The acquired area is sufficiently large to house further developments of production capacity. The new company is named Maersk Container Industri Dongguan Ltd.



Foundation Contributes to Mine Clearance Equipment



■ In February 2005 DanChurchAid started using new time and manpower saving equipment for land mine clearance in Angola as part of its Angola Road Verification and Clearance Project. The equipment

was donated by the A.P. Møller and Chastine Mc-Kinney Møller Foundation.

The equipment is designated WADS (Wide Area Detection System) and

consists of eight metal detectors mounted on a frame secured to the front of an armoured vehicle that can resist land mines.

With the new equipment, 10 to 50 kilometres of road can be checked per day depending on the condition of the road. The detectors read 10 times a second over the entire road for each five centimetres. Up to 90% of the monitored road area is checked so that only the last approximately 10% has to be cleared manually, making the whole process faster and more efficient.

The road verification and clearance project will check that roads previously cleared, or in use but not verified as safe in eastern Angola, are in fact free of land mines. This project will assist the rapid progress in the large inland areas and ensure that normality returns to the lives of many Angolans.

Meeting of A.P. Moller - Maersk Editors

■ The first issue of Mærsk Post was published in 1962. In the editorial Mærsk Mc-Kinney Møller wrote that the purpose of the magazine is "to create a feeling of connection between the entities within the A.P. Moller - Maersk Group" and "orientate the readers of topics of shared interest through insightful articles and photos". About 11,000 copies of the first issue were printed. Today, more than 48,000 copies of Mærsk Post are issued. Correspondents all over the world and from all areas of the business contribute articles to the magazine.

Many other staff magazines are published within geographical or organisational areas of the A.P. Moller - Maersk Group. On 12 November 2004, more than 20 editors of the Group's staff magazines from all over the world participated in a meeting in London,



The group of in-house editors gathered in London.

with the purpose of exchanging experience and ideas, and discussing guidelines for the magazines.

Vision and mission for the magazines were discussed, a great deal of experience was exchanged across geographical and organisational

boundaries, and subjects of common interest were put forward for future meetings.

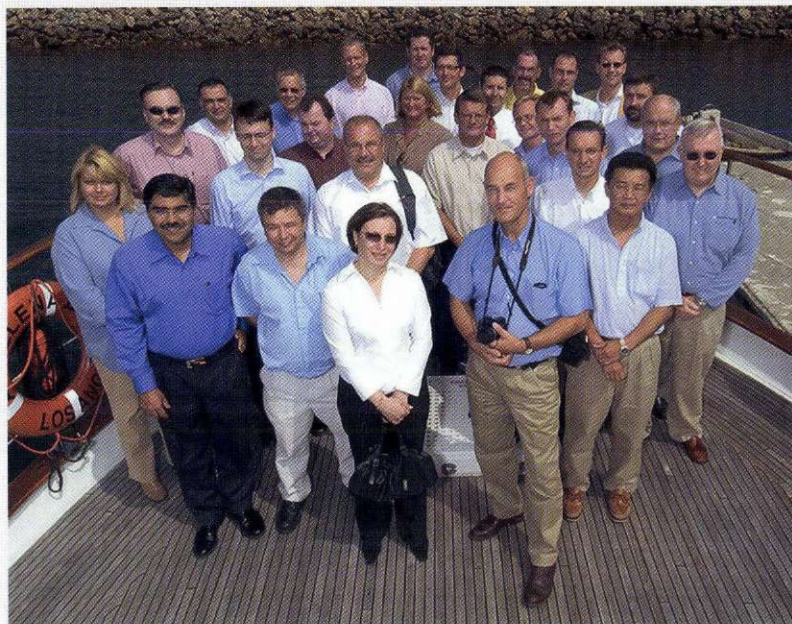
The next meeting is scheduled for 3 June 2005 in Copenhagen, and anyone interested is welcome to contact the editor of Mærsk Post.

Container Business Security Committee Meeting

■ Security managers from all 16 areas as well as APM Terminals and Safmarine attended a meeting last autumn at Pier 400 in Los Angeles. It was the first time the NAM (North American Area) Corporate Security Department hosted the Container Business Security Committee. Copenhagen-based Centre Security conducted the meeting, which included presentations by representatives from key United States government and industry agencies and gave attendees the benefit of being able to question federal officials directly about security in the U.S. with regard to containers. The U.S. has the world's biggest economy, so its customs and security regulations tend to drive security requirements and practices worldwide.

Several security and operational issues were discussed at the meeting, including how the U.S. Customs and Border Protection is looking to increase the percentage of containers inspected from 5% to 10%. The increase would be achieved largely in a non-invasive manner by using large X-ray equipment to screen containers in conjunction with radiation portal monitors and improved shipment data.

Container security continues to grow in importance through every



Representatives from the security departments: (front row from left) Cheryl Halvorsen, Mahim Khanna, Duncan Paul, Ekaterina Bourtseva, Ton Van Hoorn, Kazuhiko Miyazaki, John Hyde, (second row from left) Hans Evald Jensen, Bernd Bertram, John Olsen, Steen Davidsen, Jerome Mangard, Kevin O'Brien, (third row from left) Jose Medina, John Brennan, Kathy Costanti, Martin Cresmer, Kaare Spange, Morten Møller Jensen, Greg Ulicki, (back row from left) Søren Jakobsen, Lars Lorenzen, Mark Tierney, Mats Nyblom, Joe Coccia, Flemming Dahl Jensen and Henrik Uth.

part of the world, a fact that A.P. Møller - Maersk readily recognises and examines. "We are in the positive situation of having avoided major incidents during the last year," said Vagn Lehd Møller, Chairman of the committee in a statement to the attendees. He concluded: "I am of the opinion that security will be challenged even fur-

ther in the coming years. Authorities will slowly get their various opinions coordinated and converted into security demands for us and from the industry. This we will have to live up to and that is why your functions are so important. It is part of our duty to ensure that this is also fully understood and accepted in the respective areas."

Maersk Logistics Melbourne Celebrates its New Home

■ Maersk Logistics is increasing its activities in Australia, and in Melbourne new, improved premises were officially opened in December 2004. The new facility consists of a two storey administration building with an adjacent warehouse.

The event was marked by a large gathering of Maersk Logistics' many customers and suppliers.

Maersk Logistics in Australia has a strong presence in the import cargo consolidation market, with a rapidly increasing focus on the more sophisticated supply chain solutions, which are only now being embraced by the Australian retail industry.

Søren Houman, A.P. Møller - Maersk, Oceania Area, handing a commemorative plaque to Peter Floratos, Maersk Logistics Australia.



New Warehouse in Senegal

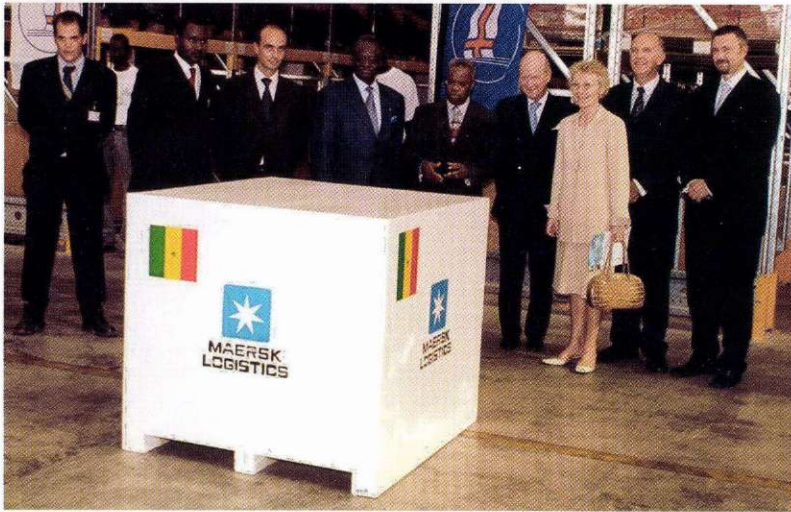
■ On 25 November 2004 the opening ceremony for the new Maersk Logistics Warehouse in Dakar, Senegal was held. Being one of the most state-of-the-art facilities in West Africa this new warehouse will offer Maersk customers in Senegal unprecedented warehouse opportunities in terms of se-

curity and cargo management and will support the overall activities.

The ceremony was sponsored by the Minister of Marine Economy Djibo Ka. Opening speeches were made by the Minister, Members of the Board of directors Habib Thiam and Per Jørgensen, Walter

Joos, and Sebastien Yves-Menager, Maersk Senegal SA.

After the opening speeches, attendees were invited to tour the new warehouse and witness a short demonstration of the capabilities and benefits of the equipment.



From left: Edgar Julienne, Maersk Senegal, Bara Sady, Director of the Port, Sebastien Yves-Menager, Maersk Senegal, Habib Thiam, Chairman of Maersk Senegal, Djibo Ka, Minister of Marine Economy, Per Jørgensen, Board Member, Anne Majken Thiam, Board Member, Walter Joos and Rene Kofod-Olsen, Maersk Senegal.

Warehouse Particulars:

- 4,000 m²
- 5,500 racked m³
- Height: 10 metres
- 8-dock levelled hydraulic quays
- One oversize door (4.5 metres x 5 metres)
- Full racking systems for 3,600 pallets, highest level at 8.4 metres
- Security devices for fire, smoke, intrusion
- Separate area for bonded cargo
- Exe Exceed warehouse management software

Danish Consul General Visits Maersk Inc.



■ Maersk Inc. welcomed Svend Roed Nielsen, Danish Consul General Ambassador based in New York, during his visit to the Madison headquarters in January.

Mr Nielsen served as the Danish Ambassador to Canada until last October, when he moved to his new duties as head of the Danish Consulate General office in New York. Across the United States, Denmark operates one other Consulate General office in Chicago, 37 Consulates and its Embassy, in Washington, D.C.

Left to right: Russ Bruner, Maersk Inc., Svend Roed Nielsen, Danish Consul General Ambassador, New York, Erik Scherning, Maersk Tankers and Morten Nicolaisen, Maersk Inc.

Four New LNG Vessels on Order

■ A.P. Moller - Maersk's first LNG vessel MAERSK RAS LAFFAN was delivered on 27 April 2004. In November 2004 A.P. Moller - Maersk signed a contract with the South Korean yard Samsung Heavy Industries for two 153,200 m³ LNG carriers. These newbuildings will be delivered in March and May 2008 respectively.

Less than two months later, two identical sister vessels were ordered for delivery in September 2008 and April 2009. With the last order A.P. Moller - Maersk now has five LNG vessels on order.



Representatives from Samsung Heavy Industries, Maersk Tankers, Maersk LNG and Maersk Broker at the signing ceremony at Maersk Broker's office in Copenhagen on 10 November 2004.

Maersk Bowling Wins Tournament

■ A total of 40 teams from various shipping-related firms participated in the Danish Shipowners' Association's annual bowling tournament. Maersk Bowling IF had entered three teams which, as usual, gained top places coming in first, third and fourth. This is the third successive year and five times in six years that Maersk carries away the title.

In addition, a number of other prizes were taken during the tournament, and Annette Henriksen won the much-coveted "stress" prize when she had to make a spare in the last game in the final to beat the rivals from Copenhagen Harbour, which was achieved with absolute certainty.

The winning team.



Regatta in Italy



Alessandro Tiro

■ From 30 October to 1 November 2004 the blue flag gave additional colour to an exceptionally scenic setting at Tigullio bay, close to Genoa in Italy. Here Maersk Sealand supported the 32nd regatta at Centro Velico Caprera, the largest Italian sailing school, marking the closure of the sailing school season.

This event also offered participants the opportunity to experience the village of Portofino, where the ceremony and the party concluding the regatta were held.

Special conditions are offered to all A.P. Moller - Maersk employees interested in joining a sailing course at Centro Velico Caprera in 2005. Please contact Alessandro Tiro, EMELINIET if interested.



Personalia

Esplanaden



Retiring
Ole Christiansen
30 April 2005

Organisations Abroad



25 Years Anniversary
Jacques van Weijen
Maersk Benelux
2 January 2005



25 Years Anniversary
Ron de Wit
Maersk Benelux
30 January 2005



25 Years Anniversary
Natalie Cave
Maersk Inc.
3 March 2005



25 Years Anniversary
David R. Cardin
Maersk Inc.
31 March 2005



25 Years Anniversary
Søren Østergaard
Iversen
Maersk WCA
1 April 2005



25 Years Anniversary
Susie Su
Maersk Taiwan
23 April 2005

The Fleet



25 Years Anniversary
Moises D. Howell
Maersk Inc.
2 June 2005



25 Years Anniversary
Kenneth Simon
Maersk Inc.
2 June 2005



40 Years Anniversary
Jørn A. Kjeller
Pedersen
Captain
20 March 2005



40 Years Anniversary
Nis A. Lenger
Grondahl
Electrical
Superintendent
29 March 2005



40 Years Anniversary
Egon Skov
Gas Engineer
30 March 2005



40 Years Anniversary
Ole Nygaard
Sørensen
Captain
18 April 2005



40 Years Anniversary
Jens Alfred Jensen
Chief Steward
10 June 2005



25 Years Anniversary
Jørgen Gregorius
Hansen
First Engineer
4 March 2005



25 Years Anniversary
Jørgen Rømer
Captain
7 March 2005



25 Years Anniversary
Palle Østergaard
Captain
9 April 2005



25 Years Anniversary
Per Linge Sørensen
Chief Engineer
24 April 2005



25 Years Anniversary
Hans-Peter Haagen
Hansen
Ship's Assistant
3 May 2005



25 Years Anniversary
Ove B. Mazur
Captain
5 June 2005



25 Years Anniversary
Eigil B. Meyer
Sørensen
Gas Engineer
9 June 2005

DISA



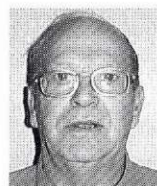
Retiring
Jørgen Eiche
Andersen
Chief Engineer
13 March 2005



Retiring
Erling Christiansen
Captain
17 March 2005



Retiring
Otto Knaack
Chief Engineer
30 April 2005



Retiring
Torben Grandt
Pedersen
Chief Engineer
31 May 2005



25 Years Anniversary
Hans Castus Kofod-
Hansen
16 April 2005



25 Years Anniversary
Finn Andersen
19 May 2005



25 Years Anniversary
Ken Henriksen
30 June 2005

ROSTI



40 Years Anniversary
Leif Thomsen
17 March 2005



25 Years Anniversary
Ingrid Günter
24 March 2005



25 Years Anniversary
Wilfred Kukla
1 April 2005



25 Years Anniversary
Per Madsen
8 April 2005



25 Years Anniversary
Regina Rixen
4 June 2005



25 Years Anniversary
Ayse Kuzu
10 June 2005



25 Years Anniversary
Peter Mølgaard
Petersen
1 May 2005

Maersk Air

The Yard



40 Years Anniversary
Bjarne Lomborg
18 March 2005



40 Years Anniversary
Frands Erling Andersen
1 April 2005



40 Years Anniversary
Robert Stewart Barr
1 April 2005



40 Years Anniversary
Torben Villy Pedersen
1 April 2005



25 Years Anniversary
Ib Pedersen
18 March 2005



25 Years Anniversary
Finn Alex Jensen
15 April 2005



25 Years Anniversary
Eigil Christensen
29 April 2005

Obituary

The A.P. Møller - Maersk Group is sorry to announce the following deaths:

Kent Iversen
Safmarine
Houston
7 December 2004

Stephen Higgins
Maersk Contractors
22 December 2004

Donna Breeden
Maersk Inc.
4 February 2005



25 Years Anniversary
Lene Jensen
29 April 2005



25 Years Anniversary
Ole Petersen
13 May 2005



25 Years Anniversary
Tonny Kildegaard
20 May 2005



25 Years Anniversary
Poul Rasmussen
20 May 2005



25 Years Anniversary
Jane Lomholt Koch
3 June 2005



25 Years Anniversary
Jens-Erik Rosengaard Jensen
17 June 2005



25 Years Anniversary
Hans Christian Nilsson
17 June 2005



Retiring
Per Lauridsen
15 March 2005

Mærsk Olie og Gas



40 Years Anniversary
Erik Anders Andreasen
28 April 2005



25 Years Anniversary
Per Kaihøj Betzer
1 April 2005



25 Years Anniversary
Knud Børsting
21 April 2005



25 Years Anniversary
Ivan Kjeldsen
26 May 2005



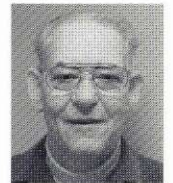
25 Years Anniversary
Jan Skotte Skovnæs
29 May 2005



25 Years Anniversary
Agner Leunhagen Poulsen
1 June 2005



Retiring
Leif Egon Olsen
31 January 2005



Retiring
Svend Eriksen
28 February 2005

Safmarine



25 Years Anniversary
Nadia De Grave
18 February 2005



25 Years Anniversary
Jozef De Nijs
1 March 2005



25 Years Anniversary
Tom Clemensen
Motorman
30 April 2005



25 Years Anniversary
Vagn Thøgersen
Welder
13 May 2005



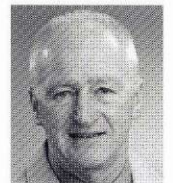
25 Years Anniversary
Per Wulff
26 May 2005



25 Years Anniversary
Edward S. Christiansen
Electrician
9 June 2005



25 Years Anniversary
Arne Nyrup Drejer
10 April 2005



25 Years Anniversary
Preben Jørgensen
9 June 2005

Maersk Contractors

Norfolkline



25 Years Anniversary
Rodney Ferguson
3 January 2005



25 Years Anniversary
Peter Peters
12 January 2005



25 Years Anniversary
Patricia Edgar
26 February 2005



25 Years Anniversary
Jaap Voskamp
1 April 2005



25 Years Anniversary
William Brown
1 May 2005



25 Years Anniversary
Derek Burden
12 May 2005



25 Years Anniversary
Niels Lyngø Nielsen
1 June 2005

Roulunds Fabriker

Maersk Training Centre



MÆRSK