

MÆRSK POST

3/2005



Published by A.P. Møller - Maersk, Copenhagen

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Printers: From & Co.

Layout: Yellow Pencil

Copies: 12,700 Danish, 45,800 English

Cover: SAFMARINE CAMEROUN entering the terminal
in Abidjan, Ivory Coast.

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Volume 44, No. 3

September 2005

ISSN

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WE ARE ALL AFFECTED by and take an interest in the environment surrounding us – the air, water and earth, with many rules laid down by national and international authorities.

On the oceans we operate about 1,000 vessels, platforms and drilling rigs, half of which are owned. As a large fuel-consuming company it is a considerable challenge to include protection of the environment as a natural and important part of our strategy.

Across the Group, in our shipping and oil and gas activities, we endeavour to use environment-friendly methods and products. Mærsk Olie og Gas AS participates in environmental analysis and development work in collaboration with authorities and suppliers, while the majority of our different shipping activities have been environmentally certified. The rest are actively engaged in becoming so.

A permanent task force works with ideas for environmental measures for our vessels, both above and below sea level. More than 100 ideas have been conceived so far and several of them have already been implemented. In this issue of Mærsk Post you can read about the most recent deliveries from Lindø, designed to give the environment the greatest possible consideration. These provide a reasonable head start with regard both to present and foreseen international statutory requirements.

The fact that our company is distinctive and visible emphasises the importance of being abreast of developments.

Moreover, let me take this opportunity to welcome our new employees from Kerr-McGee and Royal P&O Nedlloyd to the A.P. Møller - Maersk Group.

Jess Søderberg

At the namegiving ceremony the Sponsor of GRETE MÆRSK Kirsten Bendtsen surrounded by from the left: Torben Anker Sørensen, Odense Steel Shipyard, Bendt Bendtsen, Minister of Economic and Business Affairs, Captain Henrik Larsen and Jess Søderberg.



Namegiving of GRETE MÆRSK

ON WEDNESDAY 3 AUGUST 2005 Odense Steel Shipyard presented its latest newbuilding for the A.P. Moller - Maersk Group. Kirsten Bendtsen, accompanied by her husband, Bendt Bendtsen, Danish Minister of Economic and Business Affairs, honoured A.P. Moller - Maersk and the yard by naming newbuilding L 198 GRETE MÆRSK.

GRETE MÆRSK is the second in a new series of updated container vessels produced with extensive automation as well as new, environmentally friendly initiatives as described in the article on

the next pages. The choice of materials for the vessel as well as the interior is of the highest quality based on Danish design.

With its 12-cylinder diesel engine from HSD-Wärtsilä Sulzer, which develops 93,000 BHP, GRETE MÆRSK will enter Maersk Sealand's worldwide liner service after delivery.

GRETE MÆRSK is registered in Copenhagen and will be commanded by Captain Henrik Larsen with Karl Johan Frigaard as Chief Engineer.

Two Environment-Friendly Ladies

GUDRUN MÆRSK and GRETE MÆRSK are the latest additions to a new generation of environment-friendly Post Panamax container vessels designed to show the greatest possible consideration for their surroundings. The two vessels were delivered to A.P. Moller - Maersk by Odense Steel Shipyard during the summer.

GUDRUN MÆRSK, the first vessel in the series, has been developed with new, more stringent legislative requirements, present and future, in mind. A.P. Moller - Maersk added a number of requirements to further reduce the impact of container transport on the environment.

Utilisation of Waste Heat

"One of the things that really make a difference is the implementation of a Waste Heat Recovery Sys-

tem", says Tim Krarup Sørensen from Technical Organisation. The system reuses excess heat from the exhaust and thus generates energy that can be used to propel the vessel via the shaft engine or as general energy supply on-board. In that way fuel consumption is reduced by approximately 10%, resulting in a corresponding reduction of the emission of harmful particles and CO₂, SO_x and NO_x gases. "The system actually makes the vessel capable of functioning without auxiliary engines for longer periods", Krarup Sørensen adds.

The electronically operated main engine is among the most powerful diesel engines in the world, with a performance of approximately 93,000 bhp. It is connected to a turbo generator plant, the Waste Heat Recovery System, consisting of a large return flow boiler, a gas turbine and a damp turbine. Together they drive a generator supplying power for the vessel's own consumption and/or to the shaft engine and thus for the propulsion of the vessel. The gas turbine is supplied with exhaust gas directly from the main engine and contributes approximately 30% of the total energy to the Waste Heat Recovery System.





GRETE MÆRSK departing from the Odense Steel Shipyard in August 2005.

Green Reefers and Protected Oil Tanks

Cooling of the vessel's reefer containers has also been reconsidered. Usually cooling involves significant energy consumption, and it therefore made sense to Odense Steel Shipyard to develop, together with A.P. Moller - Maersk, a method where reefer containers are cooled by water, reducing energy consumption by 15-20% per reefer container. "The type of reefer containers from Maersk Container Industri that are suitable for the water cooling system are made to be energy-saving", Tim Krarup Sørensen adds.

For protection against a potential oil spill in case of collision or grounding, the fuel tanks are placed in the centre of the double hull, protected and away from the plating of the vessel. This vessel design exceeds the existing rules for tanker vessels and IMO's draft rules for protected fuel tanks. The IMO regulations will apply to vessels contracted after 1 August 2007 and delivered after 1 August 2010.

On GUDRUN MÆRSK and her sister vessels all tanks containing anything but clean water are placed in the centre of the double hull. In this case also, these vessels go further than existing and future IMO regulations. The ballast tanks can be flushed at sea – rules for this are expected to become operative in 2009. With the discharge water treatment it is believed that the best possible cleaning by means of known technology has been obtained. The procedure is carried out to protect against the exchange of microorganisms in the seawater.

More Stringent Environmental Requirements

A.P. Moller - Maersk has for a while and wherever possible used fuel with a low sulphur content. From May next year the so-called SOx Emission Control Areas (SECA) will be introduced, making the use of low-sulphur fuel (max. 1.5%) a requirement when navigating in special zones such as the Baltic and The English Channel. "The vessels in the G-series

have been equipped with a separate fuel system enabling them to carry low-sulphur fuel", Krarup Sørensen says and adds: "The flexibility of the electronic main engine also provides improved utilisation of fuel at various speeds compared with conventional main engines". GUDRUN MÆRSK and GRETE MÆRSK can transport a full twenty foot container about 35 km on one litre of fuel.

And What about the Exterior

The environment has been taken into account outside the engine room as well. All major surfaces have been covered with paint with a reduced solvent content, and the antifouling paint is tributyltin (TBT) free. The application of this paint has not become easier, but the reduced solvent content makes it more pleasant to work with.

Accommodation

The accommodation resembles that on previous vessels delivered to Maersk Sealand, but it has grown – even though neither GRETE MÆRSK nor GUDRUN MÆRSK are to be training vessels. But the crew liked the IT

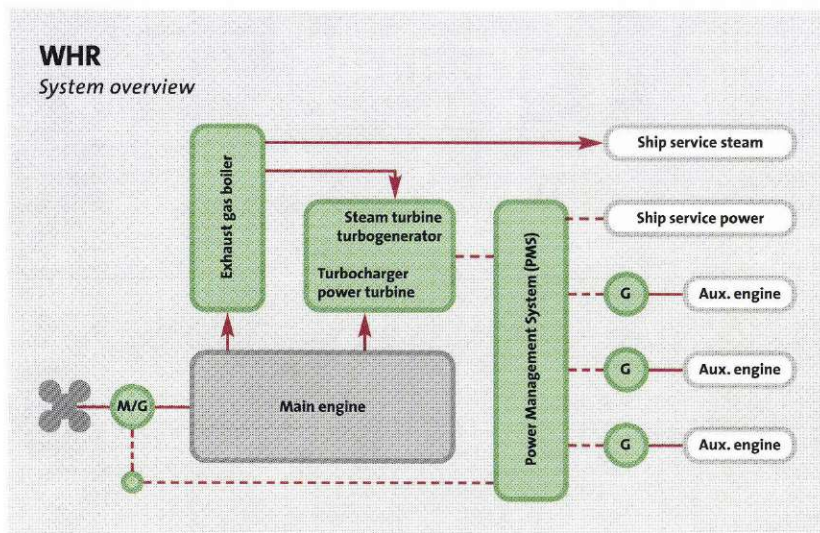
Length:
367.28 metres
Beam:
42.8 metres
Deadweight:
115,000 tons

Main engine:
Wärtsilä Sulzer HSD
12RTflex96
Performance:
68,640 kW

Auxiliary engines:
3 x Wärtsilä 32
Performance:
10,800 kW

Damp and gas turbines:
Brotherhood
Performance:
6,000 kW

Shaft generator/ engine plant:
Siemens
Performance:
2,000 kW/6,000 kW



café which makes it possible for them to keep in touch with family and friends at home on a daily basis. The remaining part of the accommodation is similar to that of the A series: Room for 15 crew members and guests and the bridge provided with the latest equipment within navigation and communication – and with a view!

The two sister vessels have entered the Europe/Far East/Europe route via Suez to Malaysia, Hong Kong, Japan and China, among others.

DANMARK veteran and former U.S. Coast Guard Commandant Admiral James S. Gracey addresses the 4 July ceremony honouring the DANMARK World War II veterans.

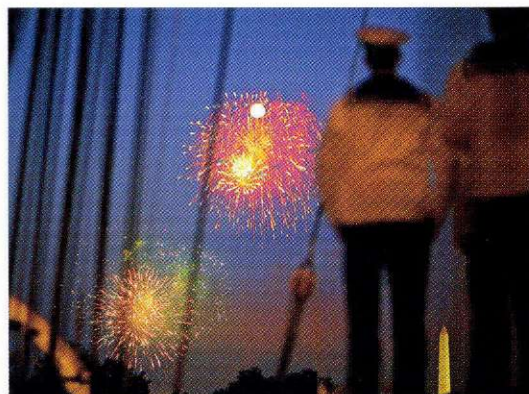


DANMARK Sets Sail for Summer Tour

DANMARK, a majestic full-rigged sailing ship, which serves as a training ship and is considered Denmark's nautical ambassador, toured the U.S. and Canadian East Coast this summer.

DANMARK CALLED AT NORFOLK, Va., on 24 June 2005, after a 33-day cruise from Denmark. She then continued north, and over the following month stopped at Washington, Baltimore, New York, Boston and finally Halifax before setting sail for home.

Captain Kurt Andersen and crew hosted Maersk Inc. customer receptions, employee tours and open ship for the general public. DANMARK's voyage was supported by Maersk Inc. and Den A.P. Møllerske Støttefond (The A.P. Møller Relief Foundation).



The Washington Monument and the annual fireworks display on 4 July.

Proud History with the United States

The fate of war served to give DANMARK and the United States a special bond. The ship was on a routine training mission in U.S. waters (Jacksonville, Fla.) on 9 April 1940, when Denmark was invaded. Captain Knud Hansen quickly reached an agreement with the Danish Ambassador to the United States, Henrik Kauffmann, to offer the disposal of his training ship to the United States. U.S. neutrality at that stage of World War II prevented its acceptance. However, the offer was renewed and promptly accepted after the United States was brought into the war.

Throughout the remainder of the war, DANMARK flew the Stars and Stripes while training nearly 3,000 U.S. officer cadets, who would later serve in the U.S. Coast Guard. The close Danish-American teamwork lasted until 26 September 1945, just weeks after the war ended. The ship and her crew then returned home to Denmark with full honours.

DANMARK's First Officer, Knud Langevad, led the training - and showed U.S. authorities the value of teaching seamanship aboard a tall ship. Following the war, the United States replaced DANMARK with the U.S. EAGLE, a three-masted German training ship. The EAGLE is used to this day as a training vessel at the Coast Guard Academy in New London, Conn.

These two tall ships continue to share a special kinship. DANMARK sails as the first foreign ship behind the EAGLE in official Tall Ship Parades in U.S. waters. This was the case during the centennial celebration of the Statue of Liberty on 4 July 1986, and again in 2000 during the Millennium Voyage of Tall Ships from Miami to Boston.

Honouring the American DANMARK Veterans

During the ship's visit to Washington, D.C. a number of receptions and events were held on board by the sponsors of this year's voyage.

On the morning of 4 July, American Independence day, a ceremony honouring the U.S. Coast Guard veterans who trained on board DANMARK during World War II was conducted. The host of this event was the Danish Chargé D'affaires, Karsten Ankjær Jensen, of the Danish Embassy. This event sprang from an initiative taken by Gene Pentimonti, Maersk Inc. After a brief welcome and introductory speech by Mr Ankjær Jensen, almost 50 veterans and their families were also honoured by former Commandant of the U.S. Coast Guard, Admiral

James Gracey (retired) as well as Rear Admiral Craig E. Bone of the U.S. Coast Guard.

Admiral James Gracey spoke of his experiences on board DANMARK, experiences which all the veterans present could easily identify with and acknowledge. During his speech, Admiral Gracey placed great emphasis on the value of cross cultural and international relationships and friendships, such as were established during his time on board the ship. It was apparent that all the veterans present were very proud to have served on board DANMARK, and it was a very special feeling for all of them to see the ship again and to walk the decks as they did more than 50 years ago.

Admiral James Gracey was succeeded on the podium by Rear Admiral Craig E. Bone of the U.S. Coast Guard. At the beginning of his career, Rear Admiral Bone served as a cadet on board the U.S. EAGLE, learning many of the same lessons and skills that the cadets on board DANMARK are being taught to this day. Rear Admiral Bone continued on the subject of international friendships, and spoke of the significance that the ship has and has had for the U.S. Coast Guard.

Concluding the ceremony, Karsten Ankjær Jensen, presented each veteran with a custom made certificate, thanking them for their service and bravery during the difficult and perilous time that they spent on DANMARK. The certificates were handed out by the current crew, who after the ceremony proudly showed the veterans and their families that the vessel is still in perfect condition despite its, at times, harsh 73 year life.

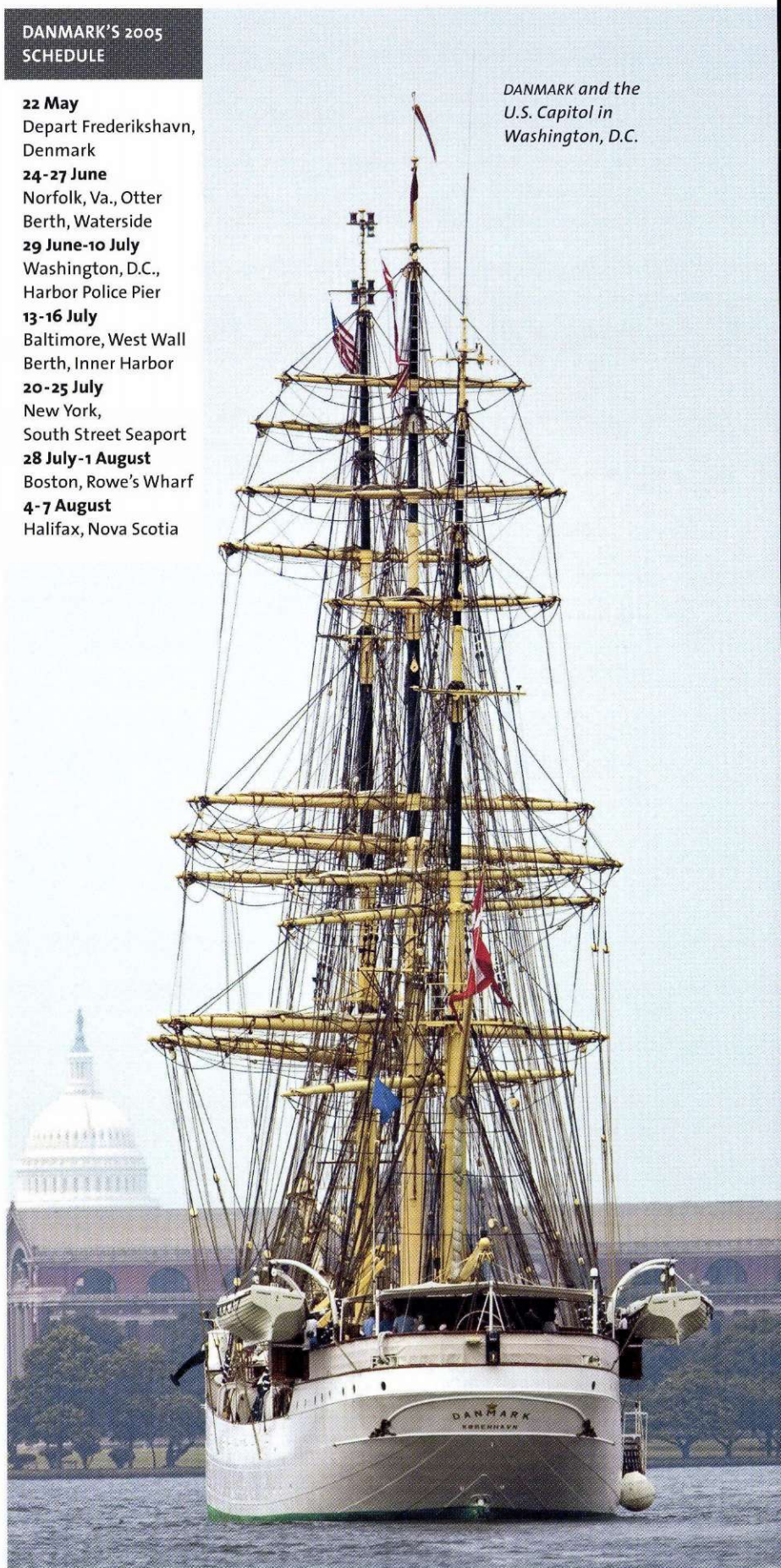
4 July Event

On the evening of 4 July, Maersk Line, Limited and Maersk Inc. hosted an event for customers, government officials and staff. Jess Søderberg, John Clancey, Chairman and Russ Bruner, CEO, Maersk Inc. along with senior management staff from Maersk Line, Limited welcomed the almost 200 customers and colleagues who attended the reception followed by the famous 4 July fireworks. The fireworks were watched from a prominent position on board DANMARK which, for the event, had been anchored in the Potomac River facing the Washington monument, providing an unobstructed view of the spectacular scenery.

DANMARK'S 2005 SCHEDULE

22 May
Depart Frederikshavn,
Denmark
24-27 June
Norfolk, Va., Otter
Berth, Waterside
29 June-10 July
Washington, D.C.,
Harbor Police Pier
13-16 July
Baltimore, West Wall
Berth, Inner Harbor
20-25 July
New York,
South Street Seaport
28 July-1 August
Boston, Rowe's Wharf
4-7 August
Halifax, Nova Scotia

*DANMARK and the
U.S. Capitol in
Washington, D.C.*



Development of the Valdemar Field in the North Sea

IN EARLY AUGUST A NEW PLATFORM, Valdemar AB, and a bridge connection to the existing platform, were installed at the Valdemar Field in the North Sea. The new platform was built in Italy and sailed to the North Sea. The platform is unmanned and has room for ten new wells. In addition, it is equipped with facilities for the initial separation of oil/water and gas, and via an existing pipeline and a new gas pipeline, oil/water and gas respectively are transported to the Tyra Field for further processing.

Drilling of eight new oil production wells is planned so far, to be initiated in the fourth quarter of 2005, and the first production from the new wells is expected to commence in the second quarter of 2006. Further development of the southern part of the Valdemar Field, with a third platform about four kilometres from Valdemar AB and drilling of

additional production wells, is planned and expected to come on stream in 2007.

The Valdemar Field

The Valdemar Field, one of the small Danish oil fields, came on stream in 1993 and produced a little more than 8,400 barrels of oil per day on average in 2004, corresponding to approximately 2% of the total Danish oil production. Recovery takes place from Lower Cretaceous limestone, among others, approximately 2,600 metres below the seabed. Development of recovery techniques with long horizontal wells with sand-filled, artificial fractures has made it possible to recover oil commercially from limestone with a high clay content. So far the Valdemar Field is the only field in the Danish North Sea where commercial oil production from Lower Cretaceous limestone has been established.

The Valdemar Field after installation of the Valdemar AB platform (left) and the bridge connection to the existing platform.





Mandø is the smallest of three islands in the Danish Wadden Sea and, with its unique nature and special access, with no connection to the mainland at high tide, it differs from the other two. Mandø is approximately 10 km in circumference and is visited by approximately 40,000 tourists annually.

Re-inauguration of Mandø Mill

The annual regional celebrations on 16 July 2005 on the island of Mandø in the Danish Wadden Sea were given an extra dimension this year, as the island's landmark, the mill, was re-inaugurated after eighteen months' restoration work made possible by the A.P. Møller and Chastine Mc-Kinney Møller Foundation.

At the inaugural ceremony there were speeches and songs before the arms of the mill began turning for the first time in more than 65 years; a fascinating sight for everybody.

The woodwork, cap, brickwork, arms and facing were in danger of falling completely into disrepair. The Mandø Society, entrusted with the mill in the 1940s, appointed a committee to take charge of its restoration. As Mandø has only about 50 residents, outside help was needed. People with an interest

in the island, and the Foundation, were willing to assist and restoration of the mill began in 2004.

From the time it was built in 1830, the mill gave good service to the few inhabitants of the island. The mill does not function today, but has been declared worth preserving, as it is of great cultural importance for the inhabitants of Mandø, which has few remaining cultural-historical monuments.

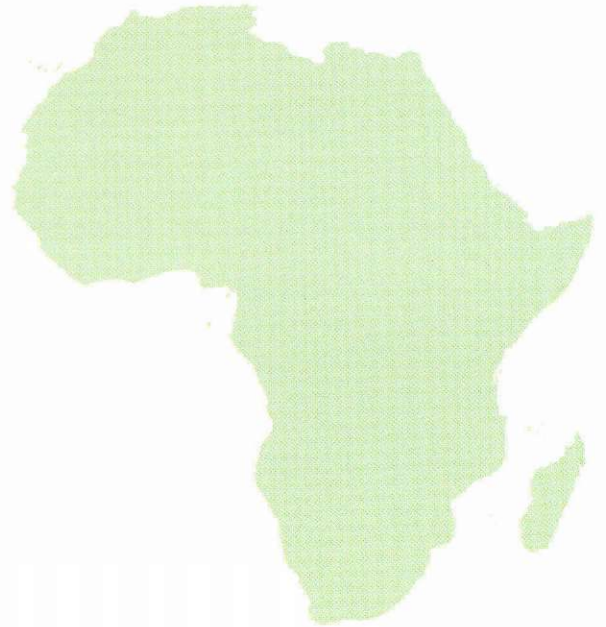
Jesper Jacobsen, Mandøforeningen

There has been wide support for the Mandø committee and the restoration of the mill, and more than two hundred people attended the regional celebrations and the re-inauguration of the mill.





The History of A.P. Moller - Maersk in Africa



The A.P. Moller - Maersk Group first touched African soil on 2 March 1910 when the vessel ANNA MÆRSK called at the port of Algiers in Algeria.

The Container Business

The first Maersk Line call was made in 1958 and in 1984 the first container vessel called at West Africa. This also marked the beginning of Maersk Line's activities on land as agencies were established in 1986 on the Ivory Coast, at Togo and Benin, with Senegal following quickly.

The increased importance of Africa for the container business led firstly to the creation of a separate Africa Region in Copenhagen in 1998, which moved eventually to its current location in Cape Town, South Africa, closer to the African markets. It initially covered all of Africa, but with the establishment of the current Area structure, the focus is now on the Sub-Saharan part of Africa with North Africa being attached to Mediterranean and South European Areas. The Sub-Saharan Africa Area today consists of offices in 35 countries with more than 2,200 employees.

This significant growth has not just been organic, as the acquisition of Safmarine Container Lines in 1999, by the A.P. Moller - Maersk Group, was a strategic move towards further strengthening our position on the continent. Safmarine has a rich history on the continent dating back to 1946 and it is one of the companies that have successfully made the transition from the old to the new South Africa.

The main focus today for many countries as well as the A.P. Moller - Maersk Group is on developing the infrastructure to facilitate trade and economic

growth, and through APM Terminals we aim to play a significant part ourselves. A.P. Moller - Maersk currently have three owned terminals in Onne in Nigeria, Douala in Cameroon and Tema in Ghana (by the end of 2005) and there are several other investments in the pipeline.

Oil Related Activities

Mærsk Olie og Gas participated in two smaller exploration ventures, in Tunisia and Morocco in the 1970s and the early 1980s, however, without finding any oil. Maersk Oil returned in 1990, joining an exploration venture in central Algeria in the Sahara Desert together with Anadarko, Lasmo (now taken over by Eni) and the Algerian state oil company, Sonatrach. This venture has been very successful and several large fields have been discovered over the years. First production was initiated in 1998 and today nearly 500,000 barrels of oil per day are produced from seven fields in the area, of which Maersk Oil's share is some 35,000 barrels per day.

The development of the oil industry also led to the expansion of Maersk Oil's involvement in Libya in 2002, teaming with Eni, and although the four exploration wells drilled at the time did not yield commercial success, Maersk Oil continues actively to pursue new opportunities in the area. In 2004, an agreement was signed for the exploration rights in a 15,000 km² large area offshore Morocco in the

The Masai are an indigenous tribe familiar in East Africa. In the picture they are seen performing the warrior "jumping dance", where young Maasai morani (warrior-youth) leap into the air from a standing position, to demonstrate their strength and agility.



The tea plantations of East Africa.

Atlantic Ocean together with the state oil company ONHYM. Exploration activities are ongoing including a large seismic programme acquired in 2004.

In recent years, Maersk Oil has expanded its focus to also include West Africa with the objective of establishing a presence in this oil-rich region, with Nigeria and Angola being the centres of attention. These efforts have resulted in the acquisition of 50% interest in and operation of a large deep water exploration block offshore Angola together with three other partners including the state oil company Sonangol. This has also led to Maersk Oil establishing an office in Luanda and a continued search for new opportunities in the area.

In 1995 Maersk Supply Service began a steady increase in supply vessels working off the coast of Africa, supporting the oil industry and maintaining a 20 year presence in Egypt and West Africa. Maersk Supply Service now has offices in Egypt, Nigeria, Equatorial Guinea and Angola in order to deliver a second-to-none service to clients and fully living up to the



Maersk Oil production facilities in Algeria.

A.P. Moller - Maersk Group's commitment to safety.

When Maersk Supply Service started operation in West Africa it was mainly anchor handling and supply duties that were on the task lists for the vessels. With the development of the oil industry, new technology and the delivery of the Multi Purpose Support Vessel MÆRSK WINNER in 2003, Maersk Supply Service entered the more specialised light construction work; an area that will be expanded further in 2006.

Africa is on the Move

The international media's portrayal of Africa has in many aspects been somewhat one-sided, and during the 1980s and 1990s Africa was better known for the political turmoil and natural disasters that many of its countries experienced, rather than as the fruitful and developing continent that it also was.

In size Africa is only surpassed by Asia, and comprises roughly 22% of the world's total land area and 12% of the world's population. It is a continent of great diversity, comprising 54 independent countries, but perhaps more importantly, more than 3,000 distinct ethnic groups and 2,000 languages. The diversity of its people is mirrored by the diversity of its nature, which ranges from the Sahara desert to tropical jungle, from snow-capped volcanic Mount Kilimanjaro to the beaches of East and West Africa. It is this diversity that has made finding common ground so difficult in the past, but at the same time, this diversity offers the greatest wealth of opportunity for going forward.

Consider the vastness of natural resources such as the cotton, cocoa and nuts in West Africa, the oil and gas reserves in North Africa and the Gulf of Guinea or the fertile soil in East Africa ideal for growing tea and coffee. The oceans around Africa are rich in fish and combined with the flourishing fruit export, especially from South Africa, make Africa one of the biggest exporting areas of refrigerated cargo globally. Although tourism is fairly developed in North Africa there is still a huge potential in the rest of Africa with beautiful beaches and an unparalleled wildlife. Who can argue against watching the red African sun set over a waterhole as the hippos and elephants come down to drink?

A prerequisite for taking advantage of the many opportunities is overcoming some of the main challenges that the continent has been faced with, not

least wars, unrest and political instability. These challenges are significant and trying to solve them often leads to other side effects, however, during the last five to seven years Africa has experienced an increased political stability as many of the democracies have matured with peaceful changes of power taking place, for example in Senegal and Ghana.

This is supported by a global drive to alleviate poverty, as witnessed at the last G8 meeting, and has in general created a positive outlook for many African countries, and growth predictions for the continent as a whole are very positive, with the GDP (gross domestic product) growth estimated to be 4-5% per year for the next three to five years.

Its people are also beginning to realise the possibilities and opportunities that now lie ahead. The fact that Africa is still a continent which, in many respects, is still developing means that the uptake of new technologies and procedures is far more flexible than in other parts of the world. Africa is a place where entrepreneurs can flourish and where people with vision can make a difference. The wealth of possibilities and vibrant attitude of the continent and her people are dedicated to making this Africa's century.

Looking into the future

As history has proven, A.P. Moller - Maersk has managed to expand its business profitably and at the same time assist the countries in developing and strengthening their economic environment. Also communities throughout Africa have benefited from A.P. Moller - Maersk's corporate citizenship with focus on education, health, job creation and community development.

However, with the growth projections forecast it is necessary that the infrastructure be improved significantly to be able to sustain growth, and the Group aims to play a major part in this. The greater political stability and increased focus on Africa will support this.

Through the local organisations we are well equipped to handle and benefit from the diversity of the continent moving forward. A.P. Moller - Maersk played a part in Africa's past but wants to play an even greater part in its future. The opportunities are many – not least from a transport perspective – as the infrastructure of the continent continues to develop.



MILESTONES FOR THE A.P. MOLLER - MAERSK GROUP IN AFRICA

1910 – First call of a Maersk vessel at a port on the African continent. ANNA MÆRSK called at Algiers, Algeria on 2 March 1910.

1946 – The South African Marine Corporation was founded.

1947 – Safmarine's first two ships, the CONSTANTIA and the MORGENSTER, arrived in Cape Town on their maiden voyage from the USA.

1958 – First Maersk Line call was made by HARTVIG MÆRSK on the Japan-West African Service.

1963 – Safmarine began an extensive building programme which encompasses the delivery of refrigerated ships, fast cargo liners and bulk carriers.

1978 – The SA HELDERBERG arrived on her maiden voyage to become the first Safmarine container-ship on the South Africa – Britain and North-western Europe service.

1981 – The Safari service to the Far East was formalised.

Early 1980s – First Offshore support Vessels started contract in Egypt.

1984 – The Far East to West Africa container service via Algeciras was inaugurated.

1986 – The departure of CHRISTIAN MÆRSK from Bremerhaven in Germany marked the opening of a new Maersk Line service from Europe to West Africa.

Early 1990s – First Offshore Support Vessel entered into West African waters working offshore Nigeria.

1998 – A separate Africa region was established in Copenhagen.

1999 – A.P. Moller - Maersk acquired Safmarine Container Lines.

2002 – The Africa Region moved to Cape Town, South Africa from Copenhagen.

2003 – The Africa Region became the Sub-Saharan Africa Area with the North African countries being attached to Mediterranean and South European Areas, and the Horn of Africa countries (Djibouti, Eritrea, Ethiopia, Somalia and Sudan) joining the West Central Asia Area.

2005 – The Horn of Africa countries rejoin the Sub-Saharan Africa Area.

MÆRSK WINNER working on a well stimulation programme with Total Nigeria.



Great Capabilities

In January 2005 Maersk Supply Service concluded a contract with FMC Floating Systems Inc., USA for installation of five mooring systems for tanker loading buoys at a water depth of about 80 metres, off the coast of Algeria. The systems each comprised six legs and were to be installed as terminals at the ports of Bejaia, Skikda and Arzew.

THE TOTAL INSTALLED COMPONENTS WERE:

Six Vryhof
Stevshark MK5
Stevshark anchors
17 ton each

24 Vryhof
Stevshark MK5
Stevshark anchors
12 ton each

11,834 metres
of anchor chain of
80 mm diameter

All in One Load

Schedule calculations showed that the work could only be done competitively if all equipment was loaded on board a single installation vessel and installed without intermediate port calls for replenishment of mooring components. The only vessel type in the world with capacity to load all the mooring components is the Maersk A-class, which was nominated for the work.

Careful loading planning and study of available deck space to ensure a safe working environment for the crew, indicated that it was possible to load all 30 anchors, disassembled for assembly during installation, and all 11,834 metres of anchor chain, in one load, enabling the entire operation to be done without calling at port during the project schedule. This saved considerable time and port cost and eliminated risk of delay due to port congestion.

Additional Challenges

For the same reasons, FMC Floating Systems Inc. also enquired about loading and transporting the anchors and chains from Rotterdam and Bilbao re-

spectively, rather than transporting all the equipment to Algeria for loading onto the installation vessel. This was agreed and added to the contract as a variation on additional time charter basis.

The main challenges were to stow the anchors on deck, ensuring sufficient space for safe assembly of the flukes and shanks under the vessel's work cranes and to get all the chain on the vessel under deck chain lockers.

Technical Requirements

The technical installation requirements called for high precision placement of the anchors on the seabed and high power tensioning of the installed mooring legs of more than 220 ton for a logged period of 20 minutes without dragging the anchors beyond a predetermined maximum limit.

The only information provided by the client was the drop coordinates for the anchors, which were imaginary boxes on the seabed of 4 x 4 metres, where the anchor and chain should be positioned prior to embedding and tensioning towards the theoretical centre of the six-leg buoy pattern. The positioning and survey of the installed mooring legs were subcontracted to Fugro Denmark.

A Job Well Done

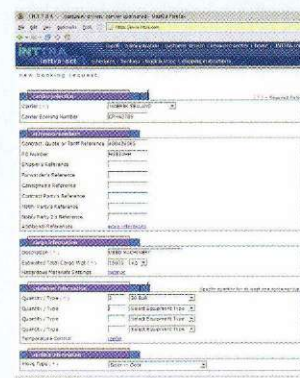
The five systems were installed by the AHTS vessel MÆRSK ACHIEVER, one of the largest units in the Maersk Supply Service fleet. The entire operation was safely completed in 17 days, on schedule and without calling at port in Algeria. The agency services in Algeria were performed by Maersk Algeria and all clearances were performed without delay. Maersk Contractors provided 3rd party project management on a consultancy basis directly to FMC in Houston.



INTTRA

– the Largest Portal for Sea Transport

At the beginning of 2004 Maersk Sealand reached the point where the electronically generated share of the business reached 50%. Therefore, many processes and procedures will soon be history.



Six of the anchors were stowed in assembled condition and the remaining 24 anchors were stowed disassembled with the items to be lifted in place under the cranes on deck.

SEA TRANSPORT IS AN OLD TRADE with a number of procedures, legal rules and documentation requirements, involving many manual working processes which have existed for centuries. E-business eliminates the manual processes, resulting in a considerable saving, and generates new opportunities through automated and integrated solutions.

Maersk Sealand is focusing on electronic processes. Many of our major customers collaborate with several shipping companies which also have their own e-solutions. Tools that can work across shipping companies, countries, processes and requirements are therefore needed. This is where INTTRA comes into the picture.

A View Across Companies

INTTRA, an e-business platform, was founded in 2000 with the intention of standardising transport processes and forming a better view of things across shipping companies. There was a desire to reduce costs and optimise collaboration between Maersk Sealand and our customers. Since then a steadily increasing number of shipping companies have joined INTTRA, which today is the largest sea transport portal with 16 participating shipping companies. The market in which INTTRA operates today has

changed drastically. It used to be characterised by several suppliers, who either competed directly with INTTRA or offered similar services. Now only three significant players are left.

The Value of INTTRA

One of the reasons for INTTRA's success is the value-adding effect for all participating parties. Peter Hoeg Haugaard, Centre e-commerce, clarifies: "those of our customers who use INTTRA get a consolidated overview of their sea transport across shipping companies. There is only one booking and documentation process and reporting takes place on a uniform basis of comparison." The 16 shipping companies that participate in INTTRA represent 60% of the tonnage operated by the world's 30 largest container lines. This tonnage is thus available for booking by means of a single connection.

The Future

Maersk Sealand's available solutions – of which INTTRA is one – promote today's global trade. It makes no difference whether it is a customer in the USA receiving an automatic status message concerning a load of tuna from Japan, a supplier in Singapore booking a quantity of shirts out of China, or a shipping agent in Sweden printing Maersk Sealand's bills of lading for his shipments out of South America himself; the way is still open.

Our customers continue to demand more transparency, higher data quality and higher execution speed, and this is where the challenges lie in the years to come. There is no reason to reduce the activities, on the contrary, there is a mutual wish to increase INTTRA's share of our business considerably in favour of all parties and in support of Maersk Sealand's ambitions and objectives for handling our business electronically.

Peter Hoeg Haugaard

MEMBERS OF INTTRA

Aliança	MOL
ANL	MSC Mediterranean Shipping Company S.A.
CMA CGM	NYK Line
DAL Deutsche	P&O Nedlloyd
Afrika-Linien	Safmarine
Hamburg Süd	Senator Lines
Hapag-Lloyd	United Arab Shipping Company
"K" Line	
Maersk Sealand	
MCC Transport	

GLASGOW MAERSK in the
Panama Canal.



Maersk Central America and Caribbean Ltd.

In mid 2004, it was decided to create the 16th Area of the Global Container Business by separating the Central America (CAM) portion of the North America (NAM)/CAM Area. One year later, the Central America and Caribbean Area is up and running full speed ahead.

THE AREA COVERS 32 COUNTRIES with owned agencies in Mexico, Guatemala, Honduras, Nicaragua (as of November 2005), Costa Rica, Panama, the Dominican Republic and Trinidad and Tobago. There are 12 third party agents in the Area. The CAM Area is also responsible for the APM Terminals management contract in Kingston, Jamaica. The Area operates in a country-based structure and has more

than 700 white collar staff covering the full scope of container business related activities.

Start-up and Kick-off

During the start-up phase, many decisions were made including the location for the new Area office. Panama City, Panama was chosen for its strategic location and proximity to the major markets as well as the Panama Canal. The new Area team, the NAM Area and the local country organisations worked very hard to map the processes and to develop action plans to ensure a successful start. In late October and early November, the first members of the Area management team arrived in their temporary office space to begin work in Panama. The local Maersk office ensured that the newcomers were welcomed to the community and were ready

to hit the ground running. The Area was officially on its own as of 1 November 2004.

Mid-November brought the first Business Coordination Board (BCB) meeting where the initial Area strategy was approved. A kick-off celebration was hosted by Tommy Thomsen and attended by the President of Panama, Martin Torrijos Espino, the Head of the Panama Canal Authority, Alberto Aleman Zubieta, other government officials, customers and staff from throughout the Area.

New Initiatives

Since November, the CAM Area has moved from a start-up situation to a more mature organisation. The majority of the team is in place and the strategy is being further defined and implemented. Some important steps have been taken, including the successful start-up of the new CAMMEX service which directly links Asia and Mexico, Central America and the Caribbean.

To control and reduce costs, benchmarking has been carried out throughout the Area. The management team is continuing this process including information from Royal P&O Nedlloyd regarding major shared vendors. Towards the customers, much work has been done in order to define more clearly what product is sold across countries in the Area and then to ensure that the right people and infrastructure are in place to deliver what has been sold. Positive signals have been received from our team with good results on the Employee Engagement and Internal Communication Surveys.

Looking Ahead

Moving forward, there are many new and exciting changes coming for the Central America and Caribbean Area. The Royal P&O Nedlloyd acquisition looks to be a great opportunity for our organisation and for our customers. The recent signing of the Central American Free Trade Act (CAFTA) will increase trade with the US as well as improve the relationships and ease of doing business in the countries participating in the agreement. The team looks forward to the continued growth of the A.P. Moller - Maersk companies in the Area and hopes that the coming years in CAM are as rewarding as the first one has been.

Lee U. Johnson and Kim Cockrell



Left to right: Samuel Lewis Navarro, First Vice President and Foreign Affairs Minister; Martin Torrijos Espino, President of the Republic of Panama; Tommy Thomsen; Alberto Aleman Zubieta, Administrator, Panama Canal Authority and Ruben Arosemena, Second Vice President of the Republic of Panama and Administrator of the Panama Maritime Authority.



The CAM Area team.

The first Panama Canal transit by a Maersk vessel was ANNA MÆRSK from 19 to 23 June 1917 en route from New York to Guayacon, Chile.

The first canal transit by a liner vessel was LEISE MÆRSK on the first ever Maersk Line voyage in 1928.



The Hon. Donald Tsang Yam-kuen, Chief Executive of the Hong Kong Special Administrative Region officially inaugurating the Hong Kong Maritime Museum.

Celebrating Hong Kong's Maritime Heritage

Evolving from a small fishing village two centuries ago into a bustling metropolis today, Hong Kong continues to flourish as a leading global centre for maritime services. Hong Kong's growth and prosperity is due largely to its proud maritime history. To commemorate and illustrate the maritime industry's past and present contributions to the development of Hong Kong, a group of leading shipping executives has taken the initiative to establish a maritime museum.

FROM THE TIME the proposal to establish this museum was made, A.P. Moller - Maersk in Greater China has played an active role as members of the museum's Advisory Board and by contributing exhibits. The model of CLARA MÆRSK, a vessel with a special relationship with Hong Kong, is one such exhibit. In May 1975, CLARA MÆRSK answered a distress call from the Vietnamese vessel TRUONG XUAN some 50 miles off the coast of Vietnam. The 3,628 refugees on-board were transferred to CLARA MÆRSK and all subsequently landed in Hong Kong. This remains

the largest single naval rescue operation in history to this day.

The Museum also puts on a retrospective exhibition of ship models of all types of vessels that have called at Hong Kong and South China, from the Han Dynasty two millennia ago up to today. Additionally, museum displays cover the role and functions of the Port of Hong Kong as a modern shipping hub, including a model of the post panamax container vessel REGINA MÆRSK.

The Hong Kong Maritime Museum is located on the Ground Floor of Murray House in Stanley, Hong Kong. This historic building served as army quarters for British Officers when it was built in Central in 1846, where the Bank of China Tower now stands, and is one of the oldest examples of Western architecture in Hong Kong. Murray House was dismantled in 1982 with its stones and components numbered and marked for re-erection in Stanley in 1998.

The Hong Kong Maritime Museum officially opened to the public on 8 September 2005. The opening was attended, amongst others, by the Hon. Donald Tsang Yam-kuen, Chief Executive of the Hong Kong Special Administrative Region. Hazel Chan



The model of CLARA MÆRSK.



The model of REGINA MÆRSK.

FACT – the Way We Work

Two years ago we made the strategic decision to implement an integrated finance and accounting system across the entire container business and FACT was initiated.

FACT STANDS FOR FINANCE AND ACCOUNTING for Container Transport and is not just a finance project but an all-encompassing business solution. FACT will affect the way we work throughout the organisation, whether in finance, operations or sales in Maersk Sealand, Maersk Logistics, Safmarine, APM Terminals or one of the container-related affiliated companies. FACT is based on SAP technology.

The start-up process was described in Mærsk Post 2/2004. FACT has now entered the implementation phase and is moving out of the project office in Copenhagen and into all local container business entities. Hong Kong and Sweden will be the first offices to start using FACT at the end of 2005. The next group of countries to implement FACT will be the remaining countries in the Nordic Area along with Singapore, Malaysia and India. These countries will go live in the second quarter of 2006 and by 2008 FACT will be implemented on a global scale in the container business.

With FACT we optimise the involvement of our Shared Service Centres in our business and in our Chennai Shared Service Centre initially 40 end users will be responsible for some of the back office processes from the first go live of FACT.

How will FACT affect the way we work?

FACT will replace many local systems with one global system and the way we work will have to be streamlined across the container business. In the future many jobs will be done differently compared with today.

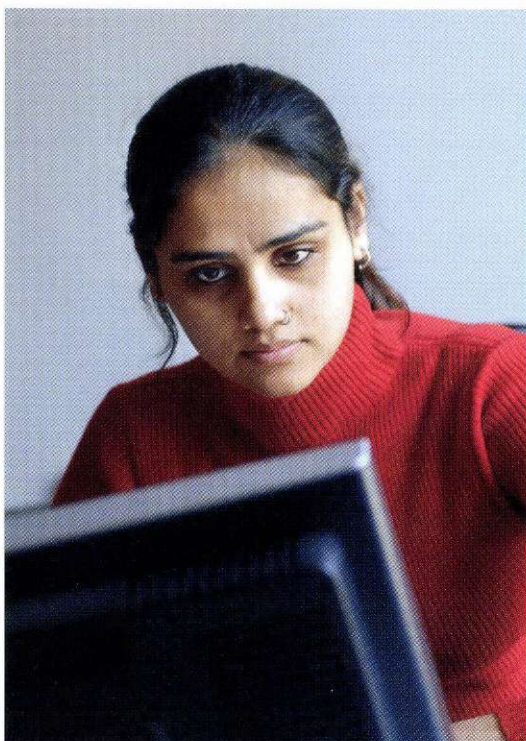
- With FACT, data will be captured early in the process and focus on data quality will be increased – here the Shared Service Centres plays an important role.
- FACT is a tool that allows us to focus more on financial control, and less time will be spent on transactional accounting.
- Time spent on manual credit and payment checks will be reduced.
- A higher level of information and improved facilities for sharing of knowledge and experience will be achieved.
- Automatic invoice creation and easier reconciliation as systems are integrated

Camilla Petersen



Rico Mak is a Super User in Hong Kong. In June she was on two weeks intensive Super User training in Copenhagen and since then she has been busy studying the new processes, localising the training material and preparing to conduct end user training. Rico says that with FACT we must start thinking of processes across various business activities rather than systems or departments: "I have 15 years of experience in finance and accounting but with FACT I shall provide support for operations and sales too. We shall be working in a much more specialised way across more departments – it is a new way of working and this is not just about finance!"

More detailed information about FACT can be found on: <http://enable.apmoller.net/fact>
If you have any questions or comments on FACT, please contact CENFACTFAQ.

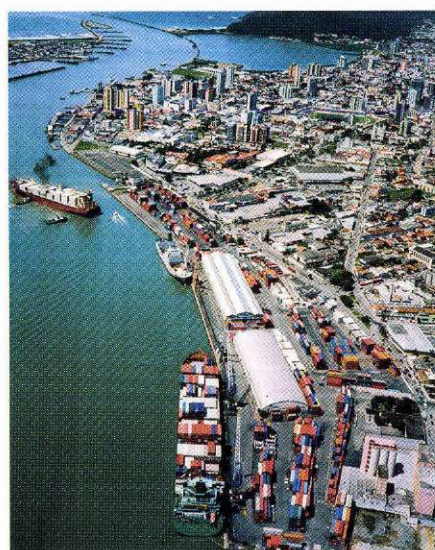


Kumud Saini, FACT Super User in the Shared Service Centre: "with the Payment Clearing Centre, most tasks in handling of supplier payment and customer accounts receivable will be handled centrally by our teams in the Shared Service Centre, so our role is crucial".

Latest News from APM Terminals



*Mærsk Mc-Kinney Møller
addressing staff in The Hague*



Mr Møller visits APM Terminals

We were therefore pleased when Mærsk Mc-Kinney Møller visited APM Terminals on 10 May 2005 to learn about our business development. After a morning of meetings and discussions on APM Terminals' activities, Mr Møller spoke about the opportunities at hand and the continued efforts required to make the most of them. Time also permitted Mr Møller to visit APM Terminals in Rotterdam, as well as a tour of the facility and a visit on board ANNA MÆRSK; a busy and exiting day for all of us.

Examples of new terminals

In May, APM Terminals acquired a 50% share in the Teconvi terminal in Itajaí, Southern Brazil. The facility caters primarily for the export market in Southern Brazil, notably fruit and other reefer commodities shipped via Itajaí.

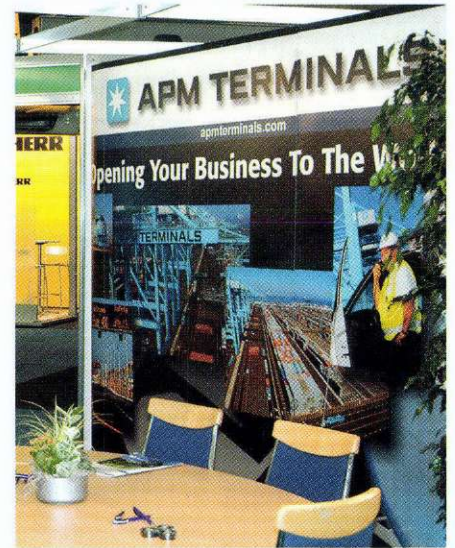
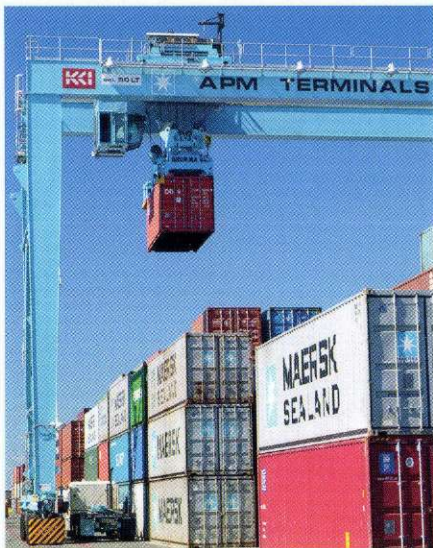
Teconvi currently offers 740 metres of berth and containers are handled by three mobile harbour cranes. To cater for the continued high growth, there are plans for substantial expansion at the terminal, including construction of a new berth suitable for gantry cranes, reinforcement

of the existing quay and expansion of the yard area.

APM Terminals has also acquired 40% of the Vridi terminal in Abidjan, Ivory Coast. Abidjan is a traditional West African main port. It has a large local market and potential for further growth.

Vridi is Abidjan's leading container terminal. The total available berth length is 960 metres and the terminal has three gantry cranes and one mobile harbour crane.

APM Terminals has seen substantial developments since its establishment in 2001. Not only have we increased the number of container terminals but increasing productivity and efficiency in our operation have also been high on the agenda, while always taking the environment into consideration.



Fuel, noise and fume reduction with ECO-RTG®

Siemens is a world-leader in such technology, which they developed previously for buses and ship propulsion systems – but it has never been used before for rubber tyred gantry cranes (RTG) or similar lifting equipment.

In 2003 engineers from APM Terminals and Siemens discussed the possibility of developing a drive system combining engine management with energy storage through capacitor banks on our RTG. The system, called ECO-RTG®, was released in June 2005.

The first step was to attack the energy loss in idle mode, caused by running the

oversized engine at full speed to energise auxiliaries. The solution was to create a new central drive controller with engine management capabilities. The results have been impressive – during live operations at APM Terminals' terminal in Algeciras, Spain, we reduced fuel consumption, and thus also noise and fume emissions, by about 50%.

We are now working with Siemens on phase two, where capacitor banks are used to store the energy generated through lowering or breaking and releasing it again during hoisting or acceleration. The initial indications are that this could reduce fuel consumption and emissions by at least a further 40%.

And then....

APM Terminals participated with a stand at the Terminal Operators Conference (TOC) in June 2005 in Antwerp. The stand was very well attended and gave us the opportunity to present and promote APM Terminals' global business – not only to shipping lines, but also to a wider range of parties including vendors, port authorities and local government representatives.



Left to right:
 Anders Litke, Transport-
 Nytt, Kim Lundin, Dagens
 Industri, Jette Clausen
 A.P. Moller - Maersk,
 Gunnar Dahllöf, På
 Hugget, photographer
 Bo Håkansson, Dagens
 Industri, Nils-Erik Lindell,
 Transport Idag, Gert
 Malmberg, Göteborgs-
 Posten, Bengt Bengtsson,
 Åkeri och Transport,
 Tommy Paremo,
 Transport & Hantering,
 Captain Ebbe Larsen,
 Elin Rantakrans,
 Transport & Hantering
 and Tomas Dyrbye,
 A.P. Moller - Maersk.

Visit by the Swedish Press in Gothenburg

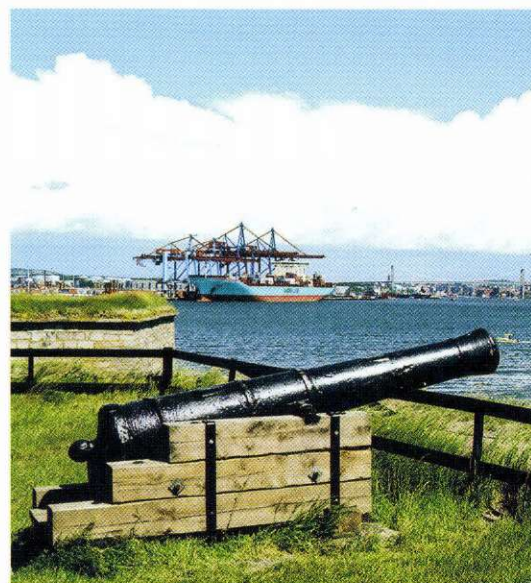
ON 2 SEPTEMBER 2005 A SEMINAR for the Swedish media hosted by the Nordic and Baltic Area, was held on-board the large container vessel ARTHUR MÆRSK.

In the classroom on board the vessel Knud Pontoppidan from head office spoke about trends within the Group, while Tomas Dyrbye, Area Manager for Nordic and Baltic, presented the local activities. The recent acquisitions in the container business and the oil and gas activities aroused particular interest, and the guests from Dagens Industri, Göteborgs-Posten and various trade media covered the event extensively during the following days.

Captain Svenning B. Jensen, Captain Ebbe Larsen and the crew of ARTHUR MÆRSK welcomed the guests on board to a programme that included a conducted tour of the deck and engine room and a showing of the Group presentation in the vessel's cinema, as well as Italian specialities served on the bridge with the city's best view of Gothenburg Port.

The event was planned in collaboration with Centre Marketing, Internal/ External Communication, Technical Organisation and Corporate Communications in Copenhagen.

Gothenburg Port.



Namegiving of MAERSK BERING

ON 24 JUNE 2005, hull number 03130007 from Guangzhou Shipbuilding Industry, China was named MAERSK BERING by Anita Euren, wife of Executive Vice President of Wallenius Lines Bengt Euren.

The 29,000 tonne product/chemical tanker is the first in a series of eight being delivered by the yard to the A.P. Moller - Maersk Group. The vessel is owned by A.P. Moller Singapore.

Captain Atul Khandelwal and Chief Engineer Mukund Kumar were also present at the ceremony.

Left to right: Hu Guoliang, Chairman, Guangzhou Shipbuilding Industry, Chief Engineer Mukund Kumar, Christian Christensen, A.P. Moller - Maersk, Anne-Grete Christensen, Bengt Euren, Wallenius Lines, Sponsor Anita Euren, Captain Atul Khandelwal, Han Guangde, President, Guangzhou Shipbuilding Industry and Cao Zhi Teng, Vice President, China Shipbuilding Trading Company Limited.



Siam Shoreside Services

FOUNDED IN 1984, Siam Shoreside Services in Thailand has been operating an inland container terminal, container repair facilities, a CFS warehouse in Lad Krabang and owns 60 container

trucks – all of which are equipped with the state-of-the-art Global Positioning System (GPS).

Siam Shoreside Services acquired 19 new Volvo and Scania trucks in June

2005 as part of a fleet upgrade program. The recent replacement brought the average age of the fleet down to less than two years.



Receiving ceremony attended by Kiattichai Pitpreecha and Chatchai Sittiworranant as well as the team from the transportation business unit.

TMW Course in Turkey

FROM 26 JUNE TO 1 JULY 2005 Maersk Logistics Turkey hosted the The Maersk Logistics Way (TMW) One session in Istanbul – a 3,000 years old city located between the continents of Europe and Asia. It was the first time the session was held in the East Mediterranean Area and there was a large demand for participation.

The group was diverse, with 44 participants from Maersk Logistics and Maersk Sealand in 17 countries. This fitted perfectly into the networking objective of the course. Despite the very busy five day schedule, the audience was very interactive and had a lot of questions which raised the level of contribution and understanding.



Participants from the TMW course in Istanbul, Turkey.

A Royal Success

THE INTERNATIONAL FESTIVAL of the Sea (IFoS) took place at the Portsmouth Naval Base from 30 June to 3 July 2005. It is a pleasure to report that The Maersk Company Limited's exhibition was a success. The 5 x 15 metre stand included the novel idea of turning a 20 foot reefer container into a cinema. Apart from serving an educational role in explaining how fresh and frozen products are packaged and shipped to the end-user, the cinema also became very popular as a lunch stop and during bouts of heavy rain! The stand also

played host to three very large vessel models that proved to be of great interest to visitors, including a very high proportion of the 19,000 schoolchildren who visited the IFoS on the first day.

IFoS is a massive event that brings together the military and merchant marine industries from all over the world and attracts approximately 250,000 visitors over four days. The opening day of the exhibition was graced by Her Royal Highness Princess Anne, and Admiral Sir Alan West, the First Sea Lord, Royal Navy, who were greeted at the Maersk stand.



Young visitors at the Maersk Company Limited's stand.



Maersk Sealand representatives at Export Africa.

Export Africa 2005

THE GALLAGHER ESTATE IN JOHANNESBURG hosted the inaugural Export Africa 2005 exhibition, from 17 to 19 May 2005 and Maersk Sealand was one of the exhibitors.

The ultimate objective of Export Africa was to create an annual export trading hub for the African continent, where traders from throughout Africa could exhibit their products and services, and where global buyers and investors had the opportunity to explore Africa's enormous trading potential.

The expo attracted 3,300 visitors across major sectors of trade. An encouraging 418 foreign visitors from 55 countries attended to research the African marketplace, and to source products and services from South African and African manufacturers.

Mærsk Container Industri's New Assembly Facilities in China

ON 10 MAY 2005 Mærsk Container Industri's (MCI) new assembly facilities in Beijing for production of the new refrigeration system Star Cool were officially opened. This was celebrated at an opening ceremony attended by many of the companies which have participated in the development of Star Cool.

The Star Cool refrigeration system has been developed to live up to the following requirements: low production costs, low operating expenses, low weight and optimum insulation. Four years of development work and three years of intensive test runs on the market have produced a refrigeration system which combines the function of existing machines with new components never used before. Not only does Star Cool fulfil

the above requirements, which ensure the best possible transport of refrigerated products, it is also easy to handle and operate.

Assembly of the system takes place at MCI's sub-supplier Bitzer which also deliv-

ers the compressors. Concurrently with the production of the refrigeration system, the establishment of a global network for servicing Star Cool systems is in progress.

Heidi Schmidt Degermann

Peter Schaufler, Senator h.c., Chairman and CEO, Bitzer, cutting the red ribbon, to mark the official opening of the Star Cool production.





Tommy Thomsen and John Isbell, director, Corporate Logistics, Nike.

A Token of Appreciation

ON 28 JUNE 2005, NIKE visited the head office of A.P. Moller - Maersk. John Isbell, Director, Corporate Delivery Logistics, expressed his gratitude on behalf of NIKE, Inc. for A.P. Moller - Maersk assisting NIKE's relief efforts in the areas affected by the tsunami in Southern Asia in December 2004, by providing transportation and logistics services. Mr Isbell presented a statue of the Greek goddess of victory "Nike" as a token of their appreciation.

Maersk Egypt at Arab Cat'ex 2005 in Cairo

FROM 7 TO 10 JULY 2005, Maersk Egypt participated in one of Cairo's biggest shipping fairs, "The Arab Cat'ex 2005" held in Cairo International Conference Centre. The event was an interesting gathering for exhibitors from various sectors of the maritime industry: terminal management, shipping, logistics, stevedoring and the Suez Canal authority. His Excellency the Egyptian minister of transport Dr. Essam Sharaf honoured the fair by opening the event and the four day conference.

The fair was a good opportunity for Maersk Egypt to present Maersk Sealand's and Maersk Logistics' joint activities as well as Safmarine and to provide participants with the latest information about our services and products.

His Excellency Minister of Transport Dr. Essam Sharaf (right) with René Overgaard Jensen, David van Dijk and Omar Shamsie, Maersk Egypt.



First-Aid Courses

THE FIRST-AID COURSES for A.P. Moller - Maersk employees in Copenhagen which started in June are progressing well. Those who have participated are very satisfied, saying that the outcome was very good and constructive and that the six hours passed quickly. The courses are in Danish and English and are split into theory and practice dealing with, among other things, anatomy,

new procedures in first aid and what to do in different emergency situations. The instructors are three professional Falck salvage men, who spend half their time teaching and the other half on rescue and emergency operations. The courses which take place several times a week up to and including November, with a maximum of 12 participants per course, are a good opportunity for employees to obtain basic knowledge of first-aid.

During the practice session participants are actively involved as subjects and first aid practitioners in different cases, simulating accidents. Not only instructive but also entertaining.



Employee Initiative to Support Education in China

ESTABLISHED IN 1989 the Project Hope, an organisation under the Chinese Youth Development Foundation, has secured education for 2.5 million poor rural students in China through the building of schools and education of rural teachers by means of donations by domestic and overseas companies and individuals. Maersk China became involved in Project Hope in 1999 when the first Hope school was built. Since then, based on positive experiences, support for the project has widened.

A number of students were found to be in need of special support for tuition, text books etc. Personal details and photos of the 167 students were loaded onto the Greater China Area intranet and within a few days each and everyone was "adopted"

by Greater China Area employees. Based on this enthusiastic response it has been decided to extend the adoption programme to include more schools. Many friendships

are being made as students write to their sponsors and visits are made to the schools – an enriching experience for everyone.

Alice Wan

Maersk China staff and children of Hunan Wantang Xiang Nine Years Compulsory School.



On 21 April 2005 Gysbert de Toit, Managing Director of the Du Toit Group and Anchin Dersley, Maersk South Africa officially opened the new aftercare facility.

Maersk Sealand and Du Toit Group Partnership

WITH SUPPORT FROM Maersk Sealand a new aftercare facility has been built at the Lindeshof Estate, South Africa to help ensure that when the children of farm workers get home from school, there is a safe place to do homework or view educational programmes on television and have a nutritional meal with adult supervision. Lindeshof Estate is owned by the Du Toit Group, one of the largest farming operations in South Africa producing fruit and vegetables for export.

The Iberia and Morocco Building Boom

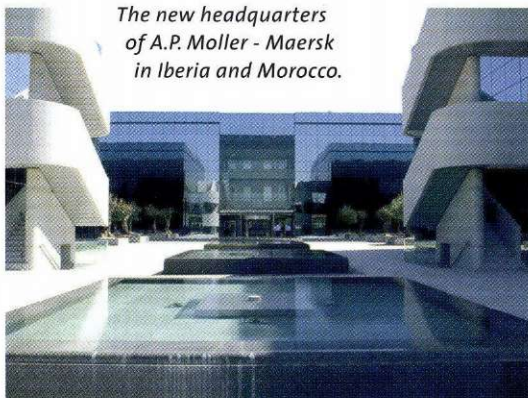
MAERSK LOGISTICS SPAIN was selected to operate the newly constructed IKEA Distribution Facility and Warehouse extension in Valls, Spain. The extension brings the Valls facility to over 120,000 m², making it one of the largest of its type in Iberia.

Maersk Logistics Morocco also inaugurated a new extension to its warehouse and container yard. With this, the facility has nearly 8,500 m² of warehouse space and a container yard of 27,000 m², making it one of the largest and most modern warehouse distribution centres in Morocco.

APM Terminals has also been active in the construction boom. In Morocco, construction of the new Tangier Med terminal got under way this year. When completed in 2007, the APM Terminals Tangier will include 800 metres of berth, and 400,000 m² of yard space and will have a throughput capacity of more than 1.4 million TEU.

In Spain, the expansion projects for APM Terminals in Algeciras will yield significantly greater container throughput in this strategic hub. With improvements slated for this year and next, the terminal will handle over 2.5 million moves annually beginning in 2006.

In the summer of 2005 the Iberia and Morocco headquarters was relocated from two floors in Spain's tallest skyscraper in downtown Madrid to a modern office park on the outskirts of the city. At this new location the A.P. Moller - Maersk companies have their own three storey building, which provides a more appropriate working environment for the staff and enhances our identity in Spain.



The new headquarters of A.P. Moller - Maersk in Iberia and Morocco.



The "Old Boys" and the All-Stars.

Mærsk Old Boys versus All-Star Team

THE A.P. MOLLER - MAERSK Sports Club Mærsk's best old boys soccer team kicked off the autumn with a friendly match against the "all-star soccer team" consisting of former Danish All-Denmark and superleague players at Avartha Football Club's grand sports centre.

Mærsk appeared in their strongest line-up and put pressure on the all-star team's defence right from the start. Several times the former Herfølge superleague goalkeeper Kaj Larsen showed high class by saving attacks from Mærsk. It was not until the middle of the first half that Tim Wickmann managed to score a goal to a 1-0 lead for Mærsk and former professional player Mark Strudal equalised to 1-1. Former OB player Peter Rasmussen threw himself forward in the air and scored the

most spectacular goal of the match to 1-2. Jens Storm's goal equalised the score to 2-2 and soon after Mark Strudal scored on a penalty kick, giving the all-star team a 2-3 lead. In the second half Mærsk got their second wind and Wickmann scored two goals with his dangerous left foot to a 4-3 lead. Kenneth Kastrop, formerly of Herfølge Football Club, equalised to 4-4. Everybody thought that the result would be a draw, but with ten minutes left Mark Strudal headed a goal to a 4-5 win over Mærsk.

After a very entertaining match, a lunch was served to players, coaches and league referee Ole Trempenau, former assistant engineer of BELLA MÆRSK and DAGMAR MÆRSK.

Niels Kamper Petersen

Namegiving of MAERSK PRINCESS

ON 26 MAY 2005, Hull number PC 1100-23 from Dalian New Shipbuilding Heavy Industry, China was named MAERSK PRINCESS by Madam Yuan Zhong Xiu, wife of Chairman Ma Kai, State National Development and Reform Commission.

This 110,000 tonne product tanker is the tenth in the series of newbuildings delivered to A.P. Moller Singapore Pte Ltd. MAERSK PRINCESS is under the command of Captain Apte Jitendra Vasudeo together with Chief Engineer Verma Suresh Kumar.

*Sponser Madam Yuan Zhong Xiu with
Captain Apte Jitendra Vasudeo and
Chief Engineer Verma Suresh Kumar.*



The train from Rotterdam to Melnik.

Doing the Locomotion

ON 1 AUGUST 2005 ERS Railways, owned by A.P. Moller - Maersk, expanded the network of services by taking over the traction of ERS shuttle trains between Rotterdam and Melnik in the Czech Republic. ERS Railways performs the traction by driving with its own rolling stock, locomotives and railcars, between Rotterdam and Dresden on the German/Czech border and in close co-operation with CD Cargo, the Czech national cargo railway, who run the trains on the Czech side of the border. With this initiative ERS Railways wishes to ensure a reliable service for its customers. The number of roundtrips has been increased from six to seven per week. ERS Railways operates a fleet of 12 GM Class 66 and 2 Vosloh type 1206 locomotives. Besides the Melnik connection, ERS has trains running between Rotterdam and Neuss, Mainz and Gernersheim in Germany plus Melzo and Padova in Italy.

Read more on: www.ersrail.com



Personalia

Esplanaden



25 Years Anniversary
Hanne Løvgreen
1 October 2005



Retiring
Birgitte Langeland
31 August 2005



Retiring
Henning Knust
30 September 2005



Retiring
Hans Heinrich
Petersen
30 September 2005



Retiring
Jens Raun
31 October 2005



Retiring
Ole Øster
31 October 2005



Retiring
Lars Frank Guldberg
Petersen
1 December 2005

Organisations Abroad



40 Years Anniversary
Knud Bejder
Maersk Ship Design,
Korea
24 November



25 Years Anniversary
Peter Koh Mui Kwong
Maersk Singapore
2 June 2005



25 Years Anniversary
Roy Loo Peck Wu
Maersk Singapore
15 June 2005



25 Years Anniversary
John Verschelden
APM Terminals
International B.V.
1 August 2005



25 Years Anniversary
Günter Classen
Star Container
Services
1 October 2005



25 Years Anniversary
Heiner Dreesen
Maersk Deutschland
1 October 2005



25 Years Anniversary
Wolfgang Hinz
Maersk Deutschland
1 October 2005



25 Years Anniversary
Peter Jansen
Star Container
Services
1 October 2005



25 Years Anniversary
Christa König
Maersk Deutschland
1 October 2005



25 Years Anniversary
José Nilton Pereira
Maersk Brasil
1 October 2005



25 Years Anniversary
Klaus Richter
Maersk Deutschland
1 October 2005



25 Years Anniversary
Axel Tütken
Maersk Deutschland
1 October 2005



25 Years Anniversary
Andrew Jellis
Pentalver Transport
8 October 2005



25 Years Anniversary
Barrie Jellis
Pentalver Transport
8 October 2005



25 Years Anniversary
Kaoru Inomata
Maersk K.K.
27 October 2005



25 Years Anniversary
Monique Caffarri
Maersk Switzerland
24 November 2005



25 Years Anniversary
Cees van Altena
Maersk Benelux
1 December 2005



25 Years Anniversary
Kay Brodersen
Maersk Deutschland
1 December 2005



25 Years Anniversary
Ng Say Thye
Maersk Singapore
1 December 2005



25 Years Anniversary
Jane Caputo
Maersk Inc.
3 December 2005



25 Years Anniversary
Vicky Siu Ying Chung
Maersk Trucking
(China)
3 December 2005

Maersk Contractors

Roulunds Fabriker



Retiring
Sharon Tan
Maersk Malaysia
23 February 2005



Retiring
Raja Hamidah Raja
Yahya
Maersk Malaysia
10 October 2005



25 Years Anniversary
Thomas Robertson
Sanders
Materials Manager
15 October 2005



Retiring
Per Dybro Hansen
Oil Installation
Manager
31 July 2005



Retiring
Kristian Schnipper
Crane Operator
31 July 2005



Retiring
Søren Lauritzen
Manager
31 August 2005



25 Years Anniversary
Tommy Juul
Mogensen
1 December 2005

The Yard



40 Years Anniversary
Jørgen Mohr Nielsen
28 October 2005



25 Years Anniversary
Bent Aage Jensen
30 September 2005



25 Years Anniversary
Mogens Markvard
Jensen
30 September 2005



25 Years Anniversary
Leif Børge Lund
Nørgård
7 October 2005



25 Years Anniversary
Bent Skjøth
14 October 2005



25 Years Anniversary
Bent Nørregaard
Hansen
21 October 2005



25 Years Anniversary
Mogens Ihlemann
Hansen
21 October 2005

Obituary

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

Juliano X. De Paula
Maersk Brasil
17 February 2005

Sherry Xie
Maersk Container
Industri Qingdao
16 May 2005

Rudolf Petersen
The Yard
12 July 2005

Pia Dupont Jensen
Roulunds
12 August 2005

Davis Dixon
Maersk Inc.
11 September 2005



25 Years Anniversary
John Ole Willumsen
21 October 2005



25 Years Anniversary
Max Pedersen
28 October 2005



25 Years Anniversary
Tonny Pedersen
28 October 2005



25 Years Anniversary
Bjarne Esklund
Hansen
11 November 2005



25 Years Anniversary
Grethe Krongaard
Hansen
11 November 2005



25 Years Anniversary
Peter Thorvald
Madsen
11 November 2005



25 Years Anniversary
Karsten Grøndal
Jæger
25 November 2005

Mærsk Olie og Gas



25 Years Anniversary
Johnny Maidorf Slot
26 October 2005



25 Years Anniversary
Valdemar Bang
Hansen
17 November 2005



25 Years Anniversary
Torben Kristensen
17 November 2005



Retiring
Carlo I. Simonsen
1 August 2005



Retiring
Willy Jarvel
30 November 2005



Retiring
Johnny Maidorf Slot
1 December 2005



25 Years Anniversary
Flemming Thomsen
1 December

The Fleet



40 Years Anniversary
Klaus K. Kristensen
Captain
21 October 2005



40 Years Anniversary
Gunner Rasmussen
Captain
4 November 2005



25 Years Anniversary
Niels Leif Høgsvig
Thomsen
Ship's Assistant
12 October 2005



25 Years Anniversary
Peeter Ree
Ship's Assistant
21 November 2005



Retiring
Holger Carstensen
Captain
30 September 2005



Retiring
Paul Notlevsen
Chief Engineer
30 November 2005



25 Years Anniversary
Helge Blander
Mikkelsen
Chief Engineer
14 October 2005

SvitzerWijsmuller

Rosti



25 Years Anniversary
Silvia Heitmann
21 July 2005



25 Years Anniversary
Gerd Wischniewski
3 November 2005



25 Years Anniversary
Heidi Wendt
10 November 2005



MAERSK