



Oiltanking  
Amsterdam  
Promotes a  
**Circular**  
Economy

**SNAPSHOT FROM THE PROCESS:** Only the bottom and first shell course are left of tank T 605. Once the steam coils are dismantled, the remainder of the tank will also be taken away and can be reused

Oiltanking's high sense of social responsibility when it comes to sustainability and recycling is also reflected in its choice of preferred suppliers. Besides their safety performance, they are increasingly judged on their contribution to society and sustainability. Read on for an excellent example of this at the Oiltanking Amsterdam terminal in the Netherlands.

■ **When five tanks** used for molasses storage at the Oiltanking Amsterdam terminal needed to be dismantled and removed, the contractor for the task was very carefully chosen. Not just for their professionalism and expertise in the petrochemical industry with regard to dismantling and removing defunct tanks and other objects. But also because

the contractor chosen pledges to recycle and reuse 100 percent of all the objects it dismantles – which makes them a perfect fit for Oiltanking's focus on sustainability.

In mid-August 2020, the contractor began to collect and separate the **ferrous/non-ferrous (iron/high-grade**

**metals**) components on site and sort them into containers by type of metal. Once the various types of metal are cut to size, the metals are melted down in a furnace by a specialist such as Tatasteel IJmuiden. After melting, the liquid metal is reused in the production of various semi-finished products (full rolls of sheet metal) – by a range of industries. The automotive industry, for instance, uses these full rolls to manufacture car parts, thus establishing a sustainable circular economy.

Any **debris** (bricks/clinkers/asphalt) was separated on site by type of material, and forwarded to a recognized recycling company, where the 'waste' is further crushed into various-size stone granules and reused, e.g. in the surfaces and substructure of highways. Electrical cables were collected separately, and reused if possible.

Any **residual molasses** remaining in the tanks was siphoned off using vacuum trucks and transported to animal feed companies for use in their production process, e.g. as a binding agent for chunks of animal feed.

The **stone/glass** wool left over after dismantling is first shredded, then put through a sieve and separated into three fractions: clean wool, any shreds of foil, and residual waste. The clean wool is then delivered to brickworks, where special clay is added to it. From this mixture, new bricks for interior walls can be produced. The contractors forward the shreds of foil to plastic recycling plants, where

they are turned into new plastic products. The residual waste, most of it organic, is processed into compost.

It took just six weeks to successfully complete the "dismantle and remove" mission at Oiltanking Amsterdam – within the allotted timeframe, and in keeping with the objective of contributing to a circular economy, generating as little waste as possible, and disposing of any hazardous waste through an accredited and certified waste processor.

**CIRCULAR ECONOMY** The construction materials of the five dismantled tanks at Oiltanking Amsterdam will serve other purposes



**TANK WALLS BECOME CAR DOORS** After melting, the iron no longer used at the terminal can be reused in the car industry



**FROM TANK TO FEED TROUGH** Residual molasses from the dismantled tank can be processed as an ingredient of animal feed



**ENTERING THE FAST LANE** Debris from the terminal can be used as a substructure for highways