



2016 EMSA – SEA Europe Workshop

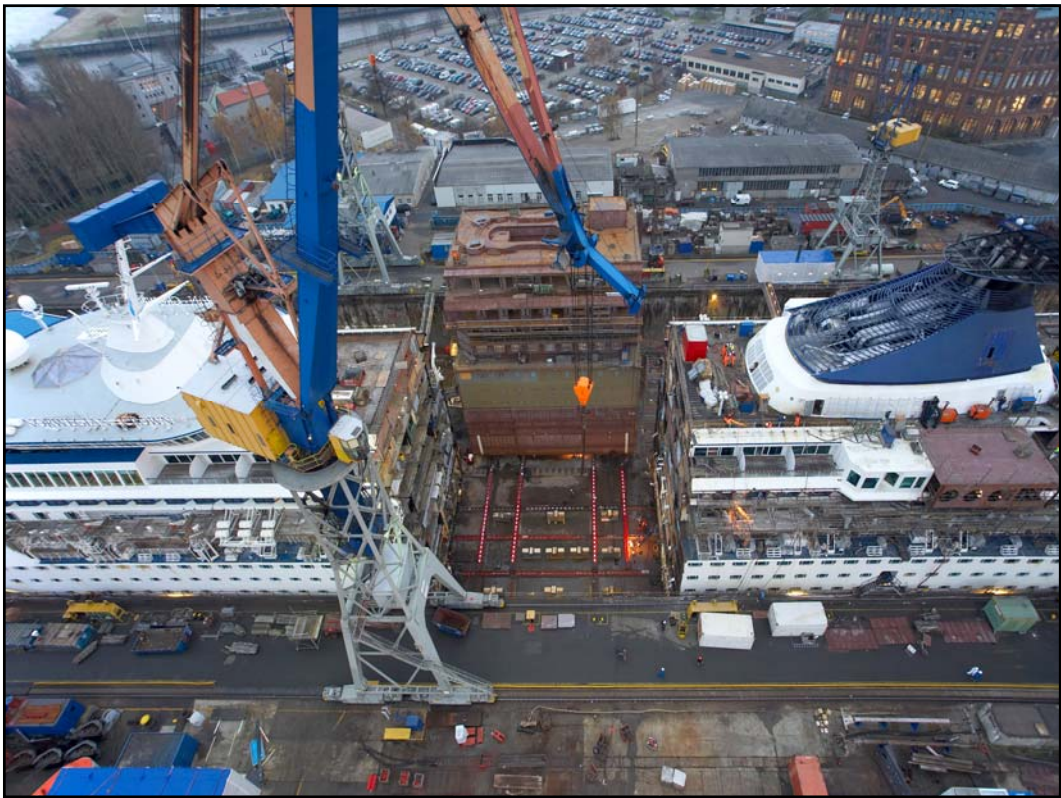
Availability of Antifouling paints under EU 528/2012

Sieger Sakko, Executive Secretary SMRC Group

12/04/2016

Agenda

1. Number of SMRC yards in the EU
2. The use of Antifouling Paint
3. Regulation (EU) 528/2012
4. Environmental Goals of (EU) 528/2012
5. SMRC solution







Number of EU SMRC Yards

► Contact

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Marine Equipment

Production Value: 47bn €
EU Market: 35bn €
Export: 12bn €

Direct Employment:
241,000

No. of Enterprises:
22,412

Shipbuilding

Production Value:
30bn €

Direct Employment:
150,000

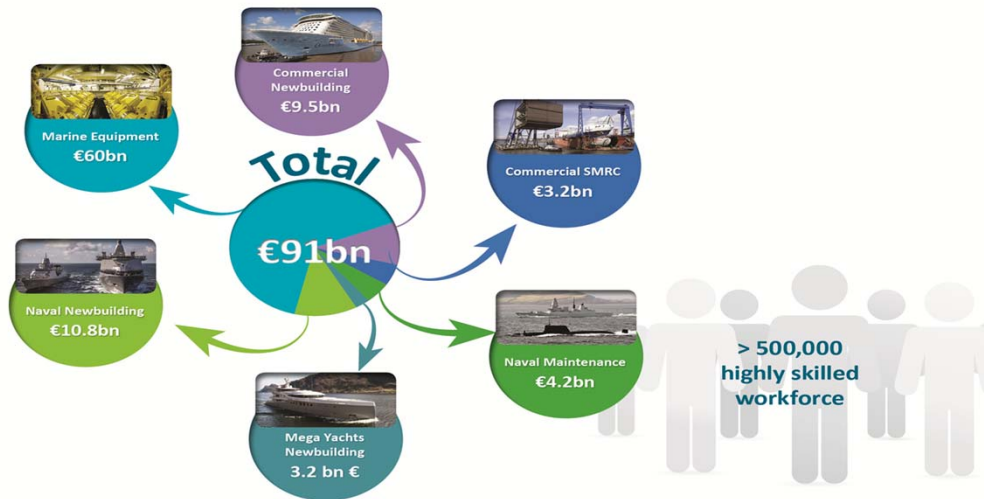
No. of Enterprises:
300

SMRC

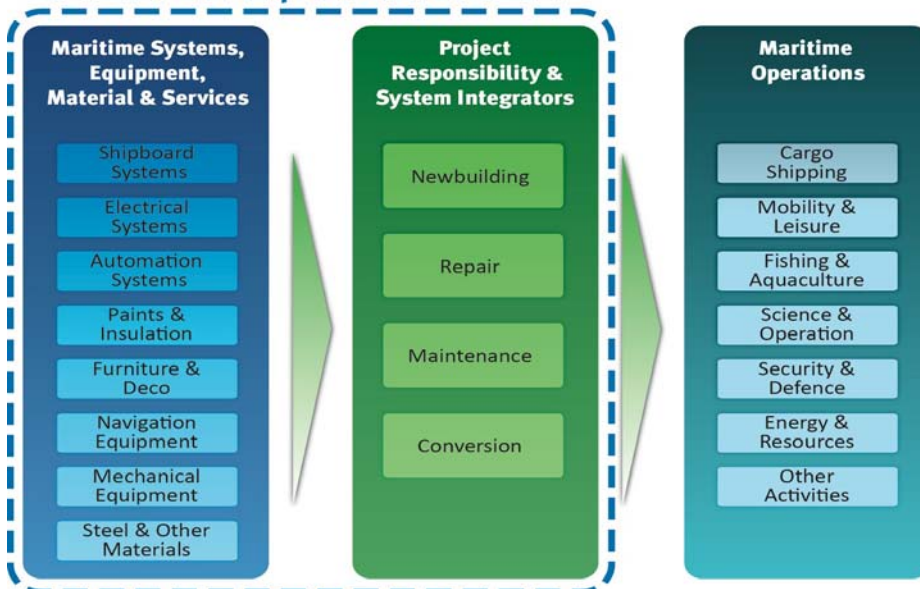
Production Value:
2,923bn €

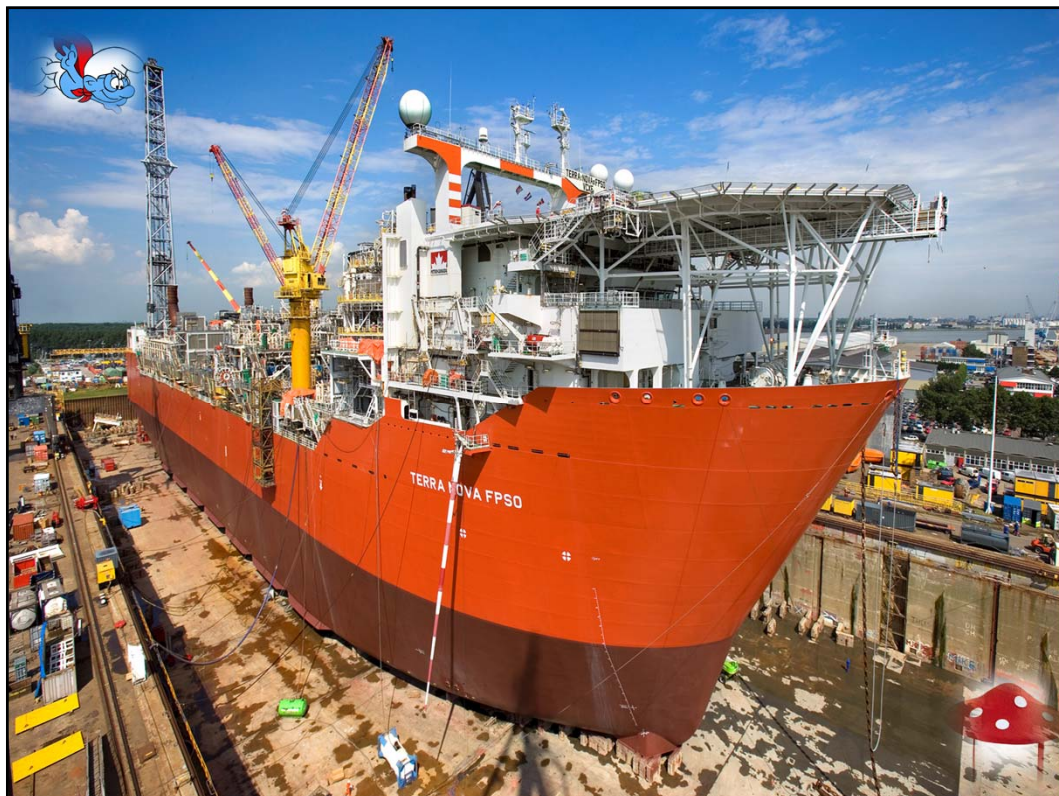
Direct Employment:
20,000

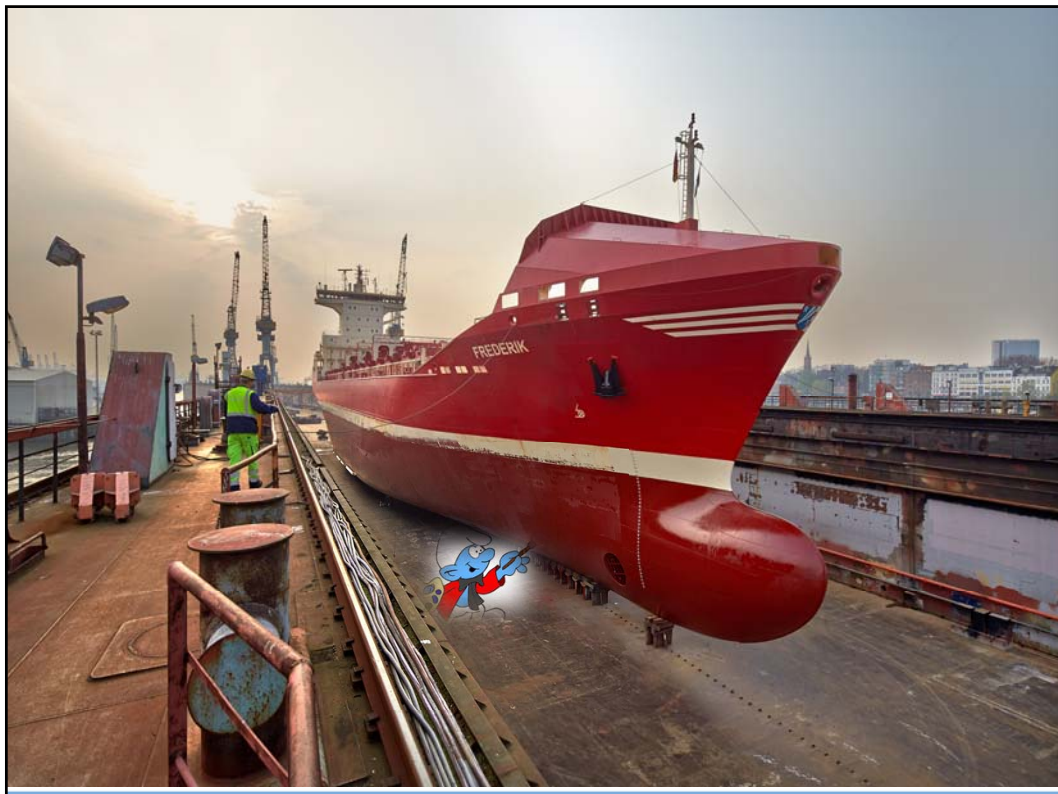
No. of Enterprises:
88



SEA Europe Business







3. Regulation (EU) 528/2012

How to explain the easy way??

Ship Maintenance & Repair

Modification & conversion



Reg(EU)528/2012:
Stringent
allowance
assesment!



Gargamel and his cat Azrael



4. Environmental Goals of (EU) 528/2012

SMRC:

“ship owners to paint their hulls with antifouling just outside the EU borders. Owners will sail with applied Antifouling in EU waters!”

5. SMRC Solution

EU528/2012 requirement to include paint application and removal emissions is potentially double counting:

- Yards and facilities are already regulated under the Industrial Emissions Directive which mandates site emission limits
- Emission controls can be enforced by local authorities to control facilities BREF
- Water quality in harbours also subject to controls under the Water Framework Directive

Reduction in Biocides products available for commercial vessels as a result of current risk assessment assumptions ***inside the harbour.***

MAMPEC: Marine Antifouling Model to Predict Environmental Concentrations

Developed to predict environmental concentrations for the exposure assesment of Antifouling-paints in harbours, rivers, estuaries and open Waters

(it only looks at the Ecological value)



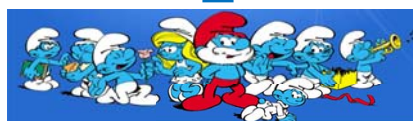
"Environmental effects in Harbours for Sea going vessels, commercial vessels and navy vessels should not be judged in the allowance assessment because harbours are man made area's"



Conclusions

- National Administrations 'on set'
- 2017: the first existing antifouling-paints will undertake the new assessment. (Only at that stage it is 100% sure if the already available antifouling-paints will pass the allowance assessment)
- Dutch authorities indicate *highly likely* that existing antifouling paints can be used in our industry after the new assessment.
- Mutual Recognition possibility with the Regulation
- Start a 'Benchmark'
- EMSA to support

One World, One Level Playing Field



One Europe, is only plan B!



END, Questions?

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