



Industry in IMO

A responsibility
beyond business
opportunities





3 messages

60 yrs
1948



50 yrs
1958

No of
slides

1. IMO – a driving force for marine protection
MARPOL **25** years (Adopted 1983)
2. We all contribute: Academia and industry
3. Classification societies must be restrained

4

4



The TBT story

- 1980-90-ies: Reports on dogwhelk imposex
- 1998-2001: AFS Convention drafted
- Oct. 2001: AFS Convention adopted
- 2001-2002: Guidelines drafted + adopted
- 1 Jan. 2003/08: Convention's "effective dates"
- 1 Jan 2003: Major paint companies' voluntary withdrawal of TBT
- Sept 2008: Convention enters into force



Biofouling

IMO Correspondence Group established in 2008

Japanese kelp



(Photo: Cameron Hay)

Flatbottom seastar



(Photo: Jan Haaga)



Shipyard waste

Scientific Group under the London Convention



Français + English



EUROMED



IMO-OMI



UNEP-PNUE



Safemed Project

This project is funded
by the European Union



CO₂ emissions

IMO: 1.12 billion tonnes from shipping in 2007

VLCC example:
(very large crude carrier)

Bunker \approx
100 tons/day

1 ton bunker =
3.18 tons CO₂





Classification societies' role

INTERNATIONAL ANTI-FOULING SYSTEM CERTIFICATE

(Official seal)

(State)

Issued under the

International Convention on the Control of Harmful Anti-Fouling Systems on Ships

under the authority of the Government of

.....

(name of the State)

by

.....

(person or organization authorized)

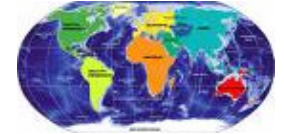


AFS Convention misused



Photo: Jan Hendrik van Rooyen

- TBT withdrawn from 2003
- Convention enforcement: Port state control of ships' AFS certificates
- 3 classification societies: **Certificates for each TBT free antifouling paint from each manufacturing site!**



Certification gone crazy



and



has complained to



INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES LTD.

and asked for a dialogue



Time and money pointlessly

Example: 10 products x
10 manufacturing sites x
3 classification societies =
300 type approval certificates



- Certificate of analysis for each paint
- Regular renewal
- Regular class inspections of production sites
- New certificate when a formulation is altered



Conclusion

- Make research available to IMO!
 - **Biofouling** (transmigration of species on hulls)
 - **Shipyard waste** treatment technologies
 - **Biocides v.s. climate** – relative environmental threat?
Compare effects of biocides to climate effects from increased emissions from ships of CO₂, NO_x and SO_x
- Participate as national or NGO experts in IMO!
- “Do not give classification societies an inch – they will take the mile”!



Questions?

