

News

1. WÄRTSILÄ BALLAST WATER MANAGEMENT SYSTEMS CHOSEN BY MAERSK TANKERS FOR THREE TANKER NEWBUILDINGS

Reprinted with permission from: <http://www.wartsila.com/media/news/31-08-2016-wartsila-ballast-water-management-systems-chosen-by-maersk-tankers-for-three-tanker-newbuildings>

Maersk Tankers A/S of Denmark has selected Wärtsilä's Electro Chlorination (EC) Ballast Water Management System (BWMS) for three new 50,000 DWT medium range (MR) tankers being built at the Samsung Heavy Industries (Ningbo) yard in

China. The order was signed in the second quarter of 2016.

Ensuring compliance with the upcoming IMO Ballast water management convention is becoming a priority for ship owners, and the selection of Wärtsilä EC systems by Maersk Tankers ensures their future compliance with IMO requirements while USCG type approval is expected to be obtained by Q1 2017. The Wärtsilä Aquarius EC BWMS is compliant in all salinities. An open dialogue between the partners involved ensured that the most suitable solution was chosen, thus providing peace of mind and the lowest cost of ownership to Maersk Tankers for these important newbuild vessels.



Figure 1.

The new tankers being built for Maersk Tankers A/S will be equipped with Wärtsilä Ballast Water Management Systems.

Source: https://dam.wartsila.com/dam/file/A4lhFQyEquWA9GzlcBnbA2*/Maersk.jpg?authcred=d2Viz3Vlc3Q6d2ViZ3Vlc3Q=&forceDownload=true

Wärtsilä's market leading ATEX and hazardous area installation design was custom made to meet the vessel design requirements.

"Ratification of the IMO's ballast water treaty is very close and the major ship owners are making preparations for compliance. Wärtsilä has extensive experience and deep know-how in BWMS technology, and can offer reliability and long term support to ensure that customers have the optimal solution for their specific needs. We are both pleased and proud to have been selected to supply the systems for these vessels," says Dr Joe Thomas, Director, Ballast Water Management Systems, Wärtsilä Marine Solutions.

Wärtsilä will supply each of the three vessels with one 1500 m³ per hour EC BWMS solution. The equipment is scheduled to be delivered to the yard commencing in December of this year.

The [Wärtsilä Aquarius EC Ballast Water Management System](#) provides robust technology for the treatment of ballast water using a simple two stage process involving filtration and electro-chlorination (EC). The system is easy to integrate and maintain, and is type approved according to the IMO Convention. It has Alternative Management System (AMS) acceptance certification from the USCG.

The Importance of BWMS

Shipping is an international business with vessels travelling to and from different parts of the world. The ballast water that ships need is, therefore, taken on and discharged as required to ensure that the ship remains a safe operating platform. Thus, the ballast water can be taken from a body of water in one part of the world and discharged in another. Carried with the water is inevitably a host of microscopic marine organisms and plants, which unfortunately do not all adapt easily to their new environment. Those that do survive, however, can thrive, attack, and harm the local species and environment. When scientists brought their concerns to the world stage, the focus resulted in the IMO (International Maritime Organization) introducing the 2004 Ballast Water Management Convention. In 2013, the USCG introduced VGP 2013 legislation relating to ships sailing in US waters.

Meet us at the SMM conference and exhibition in Hamburg, Germany, **Stand 312 in Hall B6**, from September 5 to 9.

[Wärtsilä at SMM 2016](#)

2. PRESS RELEASE – EUROPEAN COMMISSION REPORT RECOMMENDS THE INTRODUCTION OF A SHIP RECYCLING LICENSE

Reprinted with permission from: [http://www.shipbreakingplatform.org/press-release-european-commission-](http://www.shipbreakingplatform.org/press-release-european-commission-report-recommends-the-introduction-of-a-ship-recycling-license/)

[report-recommends-the-introduction-of-a-ship-recycling-license/](#)

Brussels, 6 July 2016 – Ships regardless of their flag should not be allowed to call at any EU port without a ship recycling license to incentivise sustainable ship recycling, a European Commission report recommends.

The [report](#) written by Ecorys, classification society DNV-GL and the Erasmus University School of Law and published yesterday, looks into the possibility of introducing a financial incentive to enhance safe and environmentally sound ship recycling [1]. Ship recycling license fees would be earmarked to cover the cost-gap between substandard and sustainable end-of-life ship management. The capital amount accumulated during the operational life of the vessel would be set aside for the ship and only paid back to the last owner of the vessel as a premium if the ship is recycled in a sustainable facility approved by the EU.

"We call on the European Commission to follow-up this report with a legislative proposal. The effective implementation of European environmental policies has been dependent on making the 'polluter pay'. If the EU is serious about its commitment to sustainable ship recycling, all ship owners trading in Europe need to be held financially liable," says Stephane Arditi, Products & Waste Policy Manager of the European Environmental Bureau.

The 2013 EU Ship Recycling Regulation requires all vessels sailing under an EU flag to use an approved ship recycling facility [2]. A major shortcoming of the Regulation, however, is that shipowners can circumvent the law by simply flagging out to a non-EU flag. At end-of-life, cash-buyers act as intermediaries and sell the vessels to substandard yards in South Asia often using flags of convenience which are grey- or black-listed by European governments under the Paris Memorandum of Understanding. Last year, Bangladesh, where human rights abuses and pollution caused by shipbreaking activities are known to be the worst, was the preferred destination for end-of-life ships. EU owners account for around one third of the end-of-life tonnage beached in substandard yards in Bangladesh, India and Pakistan. Thus, the EU is the single largest market sending end-of-life ships for dirty and dangerous shipbreaking and has a particular responsibility to regulate ship recycling [3].

"EU shipping companies should not circumvent EU environmental laws and not utilise practices that would never be allowed in Europe. EU flag-neutral measures which apply equally to all ships calling at EU ports are necessary to increase environmental protection" says Sotiris Raptis, shipping and aviation officer at Transport and Environment.

European ports are not opposing the 'ship recycling license' [4] and SeaEurope, Europe's ship yard and maritime equipment association, has expressed enthusiasm towards ensuring better implementation of the Ship Recycling Regulation – last month they called for support to enhance ship recycling capacity and

R&D towards more cost effective solutions in Europe [5].

"The upcoming EU list of approved ship recycling facilities will function as an important market differentiator for yards that have already invested in proper occupational health & safety and environmental standards. The use of the EU listed facilities will however depend on the introduction of an effective financial incentive that forces irresponsible shipowners towards better practices" says Ingvild Jenssen, Policy Director at the NGO Shipbreaking Platform.

Notes

[1] Article 29 of the EU Ship Recycling Regulation asks the European Commission to submit a report on the feasibility of a financial instrument that would facilitate safe and sound ship recycling, and to accompany this report by a legislative proposal if deemed appropriate. For Regulation text see <http://ec.europa.eu/environment/waste/ships/> For the report on a possible financial incentive see: http://ec.europa.eu/environment/waste/ships/pdf/financial_instrument_ship_recycling.pdf.

[2] A list of approved ship recycling facilities globally will be published by the end of 2016.

[3] Approximately 40% of the world fleet is controlled by owners based in the EU+EFTA, only 17 % of the world fleet, however, sails under an EU+EFTA flag. The vast majority of EU-owned ships are sailing under the flags of states such as Panama, Liberia and the Marshall Islands during operational life. The percentage of EU flags drops to less than 8 % at end-of-life.

[4] An earlier proposal for a 'ship recycling fund' was narrowly rejected by the European Parliament in 2013 with industry stakeholders, including the shipping industry and ports, strongly opposing the fund at the time. Whilst ship owners remain unwilling to bear the cost of sustainable recycling, both the public and private European port associations – ESPO and Feport – have now expressed that they are satisfied with the new license proposal. The license scheme will not be administered by the ports. It is also time-based, with the option of a monthly or yearly license, rather than based on the collection of a fee at each individual port call.

[5] See press release from 11 May 2016: <http://www.seaeurope.eu/template.asp?f=pressreleases.asp>.

For more information see our ["What a difference a flag makes" report](#) on why ship owners need to be held accountable for sustainable ship recycling beyond flag state jurisdiction.