

# THE YACHT

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# report

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# Greening the Yard

## MB'92'S ENVIRONMENTAL AMBITIONS



**A**S ONE OF THE LEADING SUPERYACHT REFIT FACILITIES IN the world, MB'92 has decided to adopt a pro-active environmental policy to not only reduce the impact of its business activities, but also to lead the way to better environmental practice in the superyacht sector.

We obtained ISO 14001 environmental management certification (through Lloyd's Register) in 2008 and that is only part of the company's broad spectrum of initiatives towards sustainability. I am part of an Environmental Working Group within the company. This group is a team of three dedicated managers studying, proposing and implementing sustainability programs in the yard. The group meets approximately once every month and a half. We then assess the status of the points discussed in the previous meeting and their progress. When we have enough information and we feel that an item is feasible to be implemented, we propose it to the general manager, who will then either accept or reject the idea. Upon acceptance, the item will be taken up in our ISO 9001/14001 as part of the company's procedures.

We visited Enviro-Yacht 2009 in Bremen earlier this year. We found the initiative to set up the meeting a great idea, though it was unfortunate that there was a very limited number of designers, owners' representatives, management companies and other persons that are in direct contact with (future) owners. We since wondered if it would be an idea to organise a small seminar during, before or after a large event where the decision makers are present anyway (GSF, MYS, FLIBS, METS...). *(Seems like a sound idea; what do readers think? Ed.)*

An example of one of these greening programs is carbon offsetting: the yard offers their clients the option to offset the carbon emissions from the shore power electricity consumed during its stay at the yard. Through its carbon offset partner, Yacht Carbon Offset, the money is used to support independently verified emission reduction projects, such as green energy. The principle of carbon offsetting was detailed in *TYR* issue 93, on page 139. Moreover, for every kWh that its clients offset, MB'92 will match this by making an identical investment in order to offset office, business travel and other yard energy consumption.

Cold ironing (use of shore power) greatly reduces bad air quality around a yard. Most yachts in the yard connect to our shore power. It is only in exceptional cases that they don't – and this is usually when they have some sort of problem with their shore converter. I don't believe this needs to be made a standard requirement as whenever the yachts can, they will connect to shore power, as it's cheaper and reduces maintenance on the generators.

An external company is currently being used to carry out a full environmental audit of the shipyard and its activities. They will assess where energy savings can be made and impact to air quality, soil and sea can be reduced. The outcome of this audit will allow decisions to be made that will benefit the environment and also the business itself. This will mean that energy, water and fuel costs can be reduced. The yard has vast sun-facing roof surfaces on both its main building and the 125m paint shed, so we are studying the feasibility of installing a considerable amount of solar panels to fulfil part of the energy demand. The study is not complete so actual kWattage numbers are not yet known.

We have the next and last visit of the auditors on 22nd April, and should receive the final report before summer. The audit will focus on the following items: heating and cooling systems in the yard and its offices, IT equipment, electricity consumption/reduction, exterior and interior lighting, rain water capturing and storing, desalination of sea water in times of drought, office water reduction etc.

Waste separation for recycling has been implemented by providing every yacht in the yard with three different containers; one for plastic, one for paper and one for general garbage (see opening image). A container for glass trash and a reception point for oil, paint and other contaminated materials are also on site. Other subjects being studied include a recycling plant for the fresh water being used for pressure-washing yachts on the hard and rain-water-capturing facilities. The recycling of water could be done by installing a new capturing tank in the hardstand area, where heavy particles will sink and the remaining water could be re-used for cleaning purposes. We are working with ICOMIA, who have already assisted various other facilities with this type of installation. Currently, the run-off of the bottom paint washdown goes into a settling tank and the overflow of this goes into the city's sewage system. The solids in the tank need to be removed periodically.

Clients appreciate the effort: David Collinson from Large Yacht Refit (Large Yacht Solutions) in Barcelona says: "I have done four major refits at MB'92 in the past few years and have observed a very positive progress towards sustainability in the yard. You can see that the yard is taking the environment seriously and likes to involve its clients in this as well."

As one of the founding members of the recently established ICOMIA Super Yacht Refit Group, we are acting as a driving force to improve environmental best practices, not just with the other members of the Group, but throughout the operational and maintenance side of the superyacht sector. In close cooperation with ICOMIA, the yard is currently working on compliance with the EU's solvents emissions legislations. We are currently implementing the "averaging" method, where the consumed paints, antifoulings etc. are logged with their solvent contents. We have a tool (made by ICOMIA/AKZO Nobel) that allows for easy periodical documenting of the solvents. This is something where we need to cooperate closely with Pinmar, who is the main paint applicator in the yard.

The ICOMIA Refit Group will also aim to improve waste reception facilities, both in their own facilities and in marinas. Often we see that yachts are willing to adopt waste separation policies on board, but are unable to then dispose that waste separately due to a lack of shoreside facilities. Under the ICOMIA umbrella, we can cooperate with the Marina Associations to improve their members' practices. Albert Willemssen, Environmental Executive of ICOMIA, states: "ICOMIA and her members, including the Super Yacht Refit Group, are lobbying the authorities and governmental bodies in Europe, the USA, Australia and other parts of the world to reduce the potential business impact of their latest regulations, while still reducing the environmental effects of the processes within our Industry. We are closely working with MB'92 to implement best environmental practices and bring them solutions towards sustainability."

With a lot accomplished and currently under way, there is still a large array of possibilities to be explored and implemented. MB'92 feels that through the cooperation with other refit groups and major players a momentum can be created towards more sustainability in the industry, both in the shipyards, marinas, on board and at sea. It is certainly the Refit Group's intention to promote sustainability and compliance with standards like ISO 14001 within member companies – of course to the extent to which they do so is obviously up to the individual member.

We are often asked if these measures will increase cost to the client, MB'92 considers the implementation of best environmental practices part of their normal business process and we are not planning to increase prices at the moment. We offer the client the chance to opt in or out of the carbon offset option (*and it seems, as above, through the greater efficiency that it should offset any cost increase – Ed*).

**Bob Wagemakers**

**MB'92**

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