

European Asbestos Removal Association (EARA)

EARA Newsletter

(special on DCONex and decontamination of end-of-life ships)



EARA-plans for 2009-2010

News:

- TICA-ACAD (UK) has prolonged its EARA-Membership
- ANED (Spain) has been established; potential EARA-Member
- Continued support for EARA by FESI (European Insulation Federation)
- European Asbestos Remediation Conference 2009, 25 September, in Ferrara, Italy

For 2009-2010 EARA plans to:

- attract more association- and company-members;
- focus on asbestos and other hazardous materials and not only removal > also analysis and e.g. supply-chain (incl. training&education), be the platform for the decontamination industry in Europe;
- increase lobby in Brussels because of legislative and political developments (risk based policy, Lisbon-agreement);
- develop the market (e.g. ship-breaking and an orientation towards 'new' EU-members states, sustainability, agriculture);
- expand its network (e.g. in Brussels and with members);
- deliver added value to members (e.g. database of European legislation, incl. individual countries' legislations), 'match-making' bet-

ween members, lobby in Brussels and other 'policy-centers', projects for market-development.

Action plan:

- adapt goals, name (?) and (formal and financial) structures of EARA (statutes): broadening scope to hazardous materials, association of associations and companies, association-management and project-organisation;
- perform (market) research, networking, recruiting members and sponsors, building coalitions;
- lobby with EU-institutions;
- deliver information & communication;
- introduce Corporate Social Responsibility (CSR) as a leading principle for members and the chains they are working in.



Special project on decontamination of end-of-life ships



More and more policy-issues are being dealt with at the EU-level

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Membership EARA

Membership of EARA is open to companies and associations from the European Union that are working with hazardous materials, e.g. asbestos, man-made mineral fibres, freons (refrigerants), tank-cleaning.

EARA strives to participation by associations and companies from all EU-countries.

EARA has a Full Membership for associations and companies active within the scope mentioned before.

EARA offers an Associate Membership for all other parties (stakeholders) that relate to the scope or the members.

Please contact the EARA-secretariat for more information and details on membership.

Phone: +31 35 542 7525

Fax : +31 35 542 7625

PO Box 12

3740 AA BAARN, Netherlands

E-mail: info@eara.nl

Website: www.eara.nl

Secretary-General:

Mr. A.J. Drop

Clean ships for India and Bangladesh?



Shipbreaking on the beaches of India and Bangladesh

Woman filtering asbestos



“According to a recent Indian report, one in six of the workers at Alang, India’s largest dismantling site, is suffering from asbestosis.”

One of the projects EARA is working on, is to establish a market for pre-cleaning of end-of-life ships in Europe.

End-of-life ships are now being sent to India and Bangladesh to be scrapped. Before the actual scrapping and re-cycling of the steel contained in the ships, all kind of hazardous materials are being removed from the ships by unprotected workers.

There are many accidents and illnesses. The workers are aware of the dangers but need the work. Legislation is either not present or not enforced. Also the environment is heavily pollu-

ted by the ship-breaking activities.

On behalf of the workers (and the environment) many pressure groups, including e.g. Greenpeace, are asking the owners of the ships to pre-clean the ships before sending them to India and Bangladesh for further scrapping.

At first sight this might look like extra costs for the owner (or less revenue, because the end-of-life ships are actually sold to yards in India and Bangladesh). Taking a Corporate Social Responsibility (CSR) into account it might be good business all the same.

One large ship-owner Maersk already chose to move away from the beaches and uses a certified process for dismantling its ships (controlled and verified processes, in a harbour / dock). Maersk is taking its CSR and receives less in revenue for the ship because the controlled process is more expensive. Maersk however calculates that potential losses in the future in good reputation and liabilities for illnesses or even deaths are possibly much larger than the lower revenue today.

EARA is working together with the NGO Platform on Ship-breaking in Brussels.

Public Hearing in EP, Brussels

EARA is working together with the NGO Platform on Ship-breaking.

Both stakeholders have a mutual interest: pre-cleaning of end-of-life ships before bringing them to India and Bangladesh for further dismantling.

NGO Platform on Shipbreaking evidently from a human-rights and environment perspective and EARA from a business-perspective, incl. the development of a Corporate Social Res-

ponsibility-case around this issue (CSR).

The numbers of end-of-life ships will rise dramatically the next years, because of stricter legislation on safety (double-hulls) and the reduced need for shipping capacity (because of recession), earlier postponed dismantling will now take place.

Many end-of-ships also come from navy, ferry, fishing-fleets, where governments will have a large influence on the demolition-decision. We are working on having them chose CSR-companies to work for them (rewarding).



Inactive fleet of US Navy

DCONex, 24+25 April 2009, Augsburg (D)

EARA will be present at the DCONex Congress and Trade Fair.

EARA will present itself and its special project on shipbreaking.

From Germany the question to EARA has always been to broaden the scope from asbestos to other hazardous materials as well.

Combined with the shipbreaking project, this question now can be honoured, since the pre-cleaning of ships contains a broader scope of hazardous materials as well.

Plus: EARA will not focus just on the removal, but on the analysis, project-coordination, supply-side (incl. training&education) and ‘chain-management’ as well. For more information www.eara.nl



Carrier Clemenceau, called back to France by the French administration for demolition after lying before the beaches in India and Bangladesh



For more information:
www.dconex.de