

What is the ANZECC Antifouling Code of Practice?

The ANZECC Antifouling Code of Practice for Antifouling and In-water Hull Cleaning and Maintenance was prepared by the Maritime Accidents and Pollution Implementation Group of the Australian and New Zealand Environment and Conservation Council (ANZECC), with the help of consultants, on behalf of ANZECC and the Australian Transport Council (ATC). The code has been endorsed by all Australian States and Territories and New Zealand.

The purpose of the Code of Practice is to identify best practices for the application, use, removal and disposal of antifouling paints. The aim is to reduce risks to human health and reduce the release of toxicants to aquatic environments.

The code of practice was developed after reviewing fouling problems in Australia and New Zealand and alternative antifouling products, followed by nationwide consultation meetings and public submissions.

Who is the Code of Practice for?

The antifouling code of practice is targeted at owners and operators of boats of all sizes, whether for recreation or commercial uses, and providers of boat-cleaning facilities.

What are antifouling products?

An antifouling product is a paint or treatment that contains active compounds designed to keep marine vessels and structures free of organisms. These products work by preventing marine animals either from settling or successfully attaching onto surfaces painted with antifouling paints. Examples include TBT (tributyltin) and copper.

All antifouling products must be registered with the National Registration Authority. The registration helps to ensure that aquatic environments, and the people who work with these products, do not become exposed to inappropriate chemicals.



How do antifouling products affect the marine environment?

The active compounds in the paint are, by their nature, toxic to marine life. However, the products are designed to enter the marine environment in a controlled manner. Entry of antifouling products in uncontrolled manners, for example from spills or debris from maintenance, removal or application of these products, could have detrimental affects on marine organisms (including non-fouling plants and wildlife).

Antifouling Code of Practice Antifouling

The code of practice: Safe application and removal of antifouling products...

Measures should be taken to minimise the release of antifouling products to the surrounding environment. Using excessive abrasion or hosing on your boat may increase the release of the antifouling paint to the surrounding environment. All surfaces should be protected from over-spray through the use of tarpaulins and sheeting (the use of brushes or rollers are preferred to sprays). Do not allow run-off to enter waterways.

Maintenance of small and large vessels should be conducted at an appropriate facility, either above the tidal zone, or in a dry dock. Coloured water should not be released to the marine environment.

No removal of antifouling products should be undertaken while the vessel is in the water, on beaches or below the high tide limit. Do not burn off old antifouling paints — this may place both the operator and people nearby at risk (in the past many antifouling products used extremely hazardous chemicals).

...and safe disposal of antifouling products

All antifouling paints should be treated as contaminated wastes. Scrapings and debris should be collected for disposal and stored in sealed containers until removed by licensed waste disposal contractors (or as otherwise specified by regulatory agencies).

Can I use TBT?

Internationally, the use of tributyltin (TBT) on small vessels has been banned in many countries since the early 1990s. The International Maritime Organization has agreed to ban the use of TBT in antifouling paints by January 2003 and its presence on vessels by 2008.

The Australian Commonwealth Government supports the proposed global ban and will ban the use of TBT on vessels being repainted in Australian docks by 2006, or sooner if banned by the IMO. In New Zealand TBT cannot be used on any vessels.

In some states within Australia TBT can be used on some vessels (please contact your state authority for more details). The rules for other marine structure are less clear.

How do I obtain copy of the Antifouling Code of Practice?

Copies of the Code are available from:

The Naturally Queensland Information Centre

160 Ann Street Brisbane QLD 4000

Ph: (07) 3227 8197

nqic@env.qld.gov.au

How do I obtain more information?

For more information see the ANZECC Maritime Accidents and Pollution Internet site at:

<http://www.environment.gov.au/marine/pollution.html>

The ANZECC Strategy

The code of Practice has been developed as part of an ANZECC strategy entitled *Working Together to Reduce the Impacts from Shipping Operations: ANZECC*

Strategy to Protect the Marine Environment. Its 12 objectives and 55 action items address issues such as communicating with shipping about environmentally sensitive operations, promoting improved management of ballast-water, anti-fouling, port waste reception facilities, marine debris and promoting industry initiatives and best practices.

Other national reports released as part of the strategy include:

Working Together to Reduce Impacts from Shipping Operations: ANZECC Strategy to Protect the Marine Environment 3 volumes, 1996

Best Practice Guidelines for Waste Reception Facilities at Ports, Marinas and Boat Harbours in Australia and New Zealand. 1997

Survey of Waste Reception Facilities in Australian Ports, Boat Harbours and Marinas. 1996

Australian Marine Debris Status Review. 1996

Review of Legislation, Management Strategies and Practices. 1996

Report and Register of Maritime Pollution Education and Outreach Resources. 1996

Development and Implementation of a Management/Auditing Strategy for Waste reception facilities at ports, marinas, and boat harbours. 2000

Communicating with the Maritime Industry about Sea Areas Sensitive to Shipping and Boating Operations in Australia. 2000

Development and piloting of a waste recording/audit system for small commercial vessels. 2000

Community and Industry awareness and needs survey. 2000

CODE OF PRACTICE for the use of antifouling products in Australia and New Zealand

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