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New on-board scrub water treatment solves urgent problem

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Published on Wednesday, 03 June 2015 08:34

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The more common use of scrubber technologies on-board larger vessels opened a new problem, on how to dispose the highly toxic scrub water in a sustainable way. A new on-board system to handle the hazardous waste is now introduced. The Luxemburg clean-tech expert APATEQ complements its existing scrub water treatment system MarinePaq for use in ports with a very compact version for operation on board.

APATEQ of Luxembourg is now introducing a new, very compact version of its scrub water treatment system for use on-board larger vessels. The effluent of excess water produced in a closed loop scrubber is treated in order to comply with IMO (International Maritime Organization) regulations for direct discharge to the sea.

"The MarinePaq on-board system is developed on direct demand from ship owners in order to handle hazardous scrubber wastewater," said Rolf Hollmén, CEO of Björneman Water, the consultant bureau that handles implementation and sales of APATEQ systems in Northern Europe. "The most efficient solution for a ship owner sailing in SECA waters is a retrofit with a scrubber to continue the use of heavy fuel oil (HFO) as alternative fuels are so far still on the margin. For a sustainable process, a scrub water treatment unit must be implemented to follow the scrubber. A year ago we introduced our larger systems for ports and now follows our ultra compact on board equipment. Scrub water is so hazardous, contaminated with heavy metals and highly corrosive so a very special process technique is needed."

In full compliance with IMO regulations and better

Dirk Martin, Chief Sales Officer at APATEQ points out the advantage of APATEQ's proprietary process technologies for high-efficiency primary treatment and ultrafiltration by using non-clogging membranes with a long lifetime. "Our well-proven equipment removes up to 99% of suspended solids and brings the polycyclic aromatic hydrocarbons (PAH) below 40 parts per billion, thus exceeding strictest regulations for direct discharge into the sea, such as from the IMO," he said. "Transportation of the wastewater to a harbor as well as on-shore disposal costs are avoided. My guess is also that with the tight schedules, many ships will not have enough of a turnaround time to empty the tanks at a disposal unit."

Dirk Martin finally concludes the major features of the MarinePaq systems: "Regardless if the treatment unit is for on-board use or a larger plant in a port, they are constructed for a long life span and continuous operation by meeting the most stringent standards in a highly corrosive environment. To increase reliability, all vital functions can be built redundantly. As all of the APATEQ's water and wastewater treatment systems, MarinePaq is fully automated and can be monitored and controlled remotely, thus reducing the operational costs as no permanent supervision on-site is required."

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