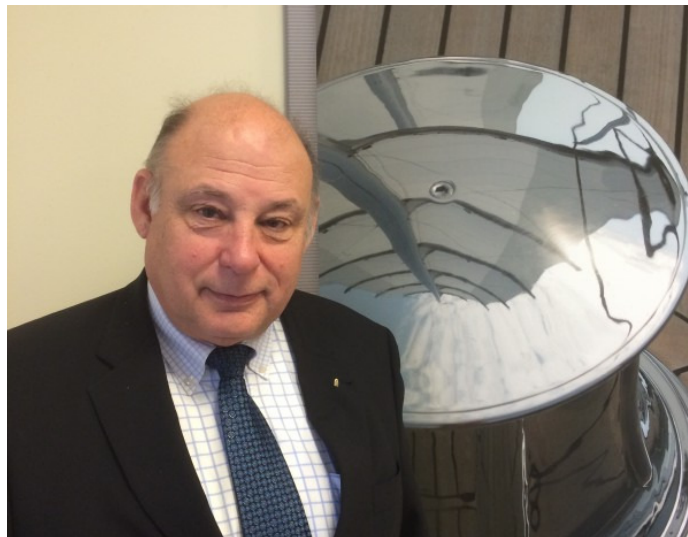




BY RORY JACKSON (/SEARCH?AUTHOR=100)
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SYBAss appoints new environmental and technical director

Hans Huisman is set to succeed Chris van Hooren as SYBAss' technical and environmental director in 2016. SuperyachtNews.com speaks to Huisman about SYBAss' role in the IMO and the challenges he



As was announced at the Global Superyacht Forum, on January 1 2016 Chris van Hooren will officially step down as SYBAss' technical and environmental director. SuperyachtNews.com speaks to Hans Huisman, Van Hooren's soon-to-be successor, about SYBAss, his new role and the challenges ahead.

"Before I went to university I was a navigating officer," starts Huisman. "My first job out of university was at a shipyard where Chris was my boss. I learned about shipbuilding ethics and naval architecture. I am very humbled to succeed him."

Huisman's credentials are unquestionable, from sailing to shipbuilding to commercial ownership, he has seen the industry through many eyes. Chris van Hooren, his predecessor, has come to view the regulatory process as critical.

"SYBAss is the only organisation in the superyacht industry that has earned IMO accreditation," Huisman explains, referring to SYBAss' full accreditation within the IMO. "We are the only voice of this niche market and it is vitally important that it is heard."

Hans Huisman

In his closing address at GSF van Hooren called on designers and naval architects to engage in the decision making process, a sentiment that Huisman agrees with.

The IMO itself, can at times, be misunderstood, with some assuming it has the power to implement legislation. It does not. Its main role is to create a framework for the shipping industry that is fair and effective. There is no political process that responds well to apathy, without collective engagement change find themselves reduced to zephyrs.

"I am going to visit some major client representatives and as many SYBAss members as possible to discuss what their problems are, how they are where they always have to push in order to bring decisions in line with rules and regulations," continues Huisman.

Two of the major challenges facing Huisman, and the industry at large, is the implementation of the IMO Tier III NOx limitations and the ballast water convention – amongst a great many others.

It is no secret that the ballast water management convention is being met with derision from both the commercial shipping and superyachting

"The commercial side is not happy because there is no return on investment," explains Huisman. "And on a superyacht it is another piece of extremely precious space. Now we are close to implementing the Ballast Water Convention, IMO is able to improve the text of the convention."

The above example is merely a glimpse into the challenges Huisman faces on behalf of the superyacht industry.

"I would like to serve this very intriguing and innovative market, I feel humble to have succeeded Chris, he has done a great job. I have been in the Dutch delegation several times, I know how the IMO works. It does not always work fast, but sometimes they really can do and then you have to spot to make sure the right decisions are made," concludes Huisman.

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