

Important Note: The following text is excerpted directly from the New York State Department of Environmental Conservation's publication, *Environmental Compliance, Pollution Prevention, and Self Assessment Guide for the Marina Industry*. New York State Department of Environmental Conservation Pollution Prevention Unit. March 2003. The only changes that have been made are the addition of links to pertinent resources or regulations and Editor's Notes, where appropriate.

Paint Scrapings and Abrasive Blast Wastes

REGULATORY REQUIREMENTS

Due to the metals contained in many of the paints used for the painting of boats and other water vessels, a hazardous waste determination should be made before you decide to discard paint scrapings as a solid waste. (See **commonly asked questions**, http://www.seagrant.sunysb.edu/marinabmp/section2/pdfs/cac_compliance.pdf). Paint scrapings should not be disposed of in a dumpster unless a proper hazardous waste determination has been made showing them to be nonhazardous waste. If chemical paint strippers are used, such as methylene chloride, you should be aware that the scrapings will become hazardous due to the listed waste introduced into the paint chips.

Abrasive blasting is often preferred to chemical stripping for removing paints. This process does not eliminate wastes since the most commonly used blasting media is sand or grit with a large volume of water. Blast waste water can constitute the largest single waste stream from many boat repair yards. The different types of abrasive blasting include: plastic media blasting, water jet stripping, thermal stripping, dry ice pellets, laser paint stripping, and cryogenic stripping.