

THE NORTH SEA BALLAST WATER OPPORTUNITY PROJECT NEWSLETTER

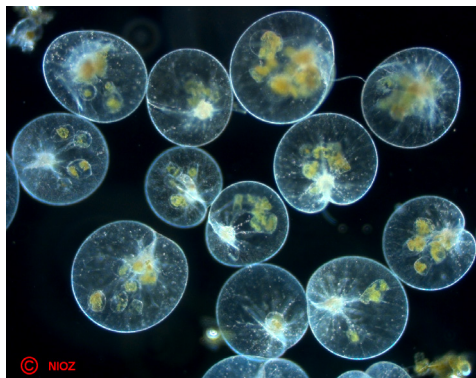
2013/02



NORTH SEA BALLAST WATER

Introduction

For the present Newsletter we again aimed at an adequate briefing of events and highlights. Although somewhat brief, we trust that the information we produced offers a fair impression of the Project's second quarter of 2013.



In this newsletter

- ◆ Europort 2013 conference
- ◆ Detection methods
- ◆ New personel at WMU
- ◆ Transparency; still an issue of concern

WP1: Project co-ordination

During this quarter the main events were:

- The budget change nr. 5 was formally accepted by the steering committee of Interreg.
- The periodic report nr. 8 was submitted to JTS.
- A formal request was sent to JTS to extend the NSBWO project until 30 June 2014. For the extension the original project budget will apply.
- We held a work package leader meeting at NIOZ (17-18 June). During the meeting, we reviewed the status of the different deliverables of the project. As main co-ordinator of organizing the Ballast Water Conference at Europort (Rotterdam, 6-7 November), ProSea Director Mr Erik Bogaard presented the draft programme and asked the help of the work package leaders for comments, suggestions and names of potential speakers (see also WP6).



WP 2 Policy

No news has been received from WP2.

WP 3 Science and Testing

No news has been received from WP3.

WP4: Science and Detection

The test of detection tools for organisms on board of vessels continued. We identified methods to address all groups of organisms as stated in the IMO "Ballast Water Performance Standard" were identified.

It became clear that methods are available for indicative and detailed processing of samples. Additional work to evaluate more methods for organism detection resulted in new WP4 Deliverable reports; the reports will soon be published on the NSBWO website.





WP5: Strategies

Since March this year Jennie Folkunger is part of the World Maritime University and the NSBWO project. She first came into contact with the ballast water issue when writing her master thesis in environmental law. Having degrees in law and biology, ballast water was the perfect topic as it was interesting from both perspectives. During her studies at the University of Lund in Sweden, Jennie also spent a year at the Université de Montréal in Canada as an exchange student. Since

graduating from university, Jennie has been working with water management at local environmental authorities and the county administrative board. At WMU, Jennie is doing her PhD investigating how the biology of ballast water can support the legal aspects of compliance and enforcement of national ballast water regulations.

The aim of the research is to support the entry into force, and aid in the application of the provisions of the BWM Convention.



WP6: Dissemination

Preparing for the NSBWO-Europort Conference is progressing fruitfully. The programme, as co-ordinated by ProSea, is developing well and has a considerable part dedicated to interactive contributions, the so-called 'café meetings'. Such meetings have participants gather around an expert, who after a brief introduction will respond to comments and questions from the floor sharing her expertise and guiding the discussions. Many of the experts have agreed; we are in the process of filling some empty spots. All the while preparations for the practical organisation are moving ahead as well.

ProSea, in preparing for the trainings workshops in Germany Hamburg & Leer, September), met with the co-organisers in Hamburg to set the stage.

We continued to negotiate with EMSA

on transfer of the NSBWO web site (material). Questions on the ICT have been answered as well as possible; at present EMSA is exploring their options for a feasible and practical transfer.

Transparency in BWM remains a widely recognised issue of concern; we were invited for two additional presentations, one at the 2nd IMarEST BW Technology Conference – Compliance and Enforcement and one at the BW Expert Group of the NL Ministry of Infrastructure and the Environment. While discussing the issue at several forums, it became more and more clear that, apart from a partial lack of transparency on BW technology performance, transparency is also lacking from the side of the shipping world on their part of BWM. While information on installations on their ships is hard to disclose, very little response is ever received on the performance of the many BWM

systems installed on merchant ships. While IMO requires reporting back on data of performance, virtually no performance data have been reported from mounted ships. The common understanding is that hardly any ship with an operational BWM system on board is prepared to deliver data on performance, most likely because the system has not been turned on during BW operations.

For IUCN we attended MEPC 65, where a disappointing development, a delay in mandatory compliance dates for different types of ships, resulted in a punishment of the ones that had been pro-active in BWM and a bonus for those that pushed for delay and had so far done very little to meet the challenges.

