

Confidence and Trust in Ballast Water Management, the role of Transparency

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NORTH SEA BALLAST WATER



To be regulated



By them



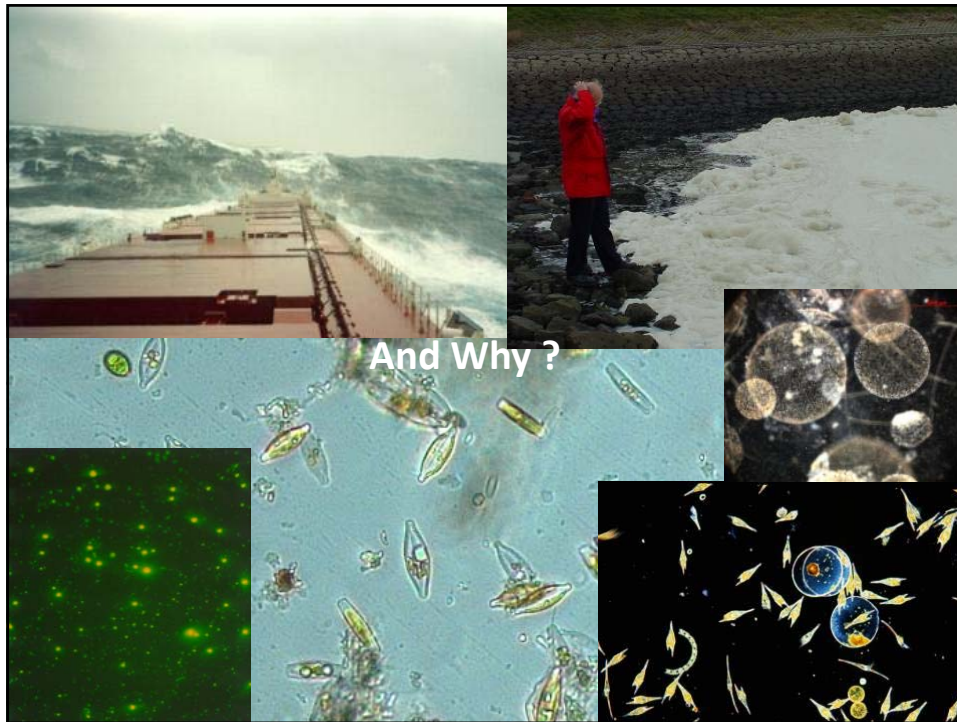


By doing





Which is tested such





**The unfamiliarity with the complex marine world where the
BW problems emerged,
the challenges of the maritime decision process**

**Lead to Uncertainty
&
Slow down the Ratification of the Ballast Water
Management Convention**

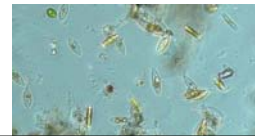


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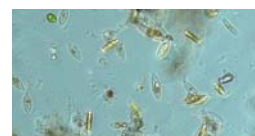
SHIPPING HAS TO COMPLY WITH THE IMO REQUIREMENTS, YET THE PROBLEM IS UNFAMILIAR:

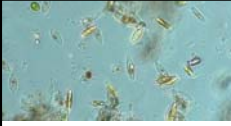

- ❖ Ships know the sea surface they sail on, and the ship's hardware (ship) & software (crew)
- ❖ yet the world underneath and why ballast water is such problem is unfamiliar:
 - **Not:** pollution – now a familiar environmental issue for shipping
 - **But:** Directly rooting from the sea's character, her waters, biology and ecology



- ❖ Both ballast water management and treatment are an alien world,
- ❖ as is the understanding of proof that BWM will work or has worked on your ship.
- ❖ As the IMO process further develops along with the science of testing BWM systems,
- ❖ the complexities of the sea and her life keep surfacing

YET, ONCE THE BWM CONVENTION IS IN FORCE, SHIPS HAVE TO ACT



The solutions are seldom familiar, hence:


- Lack of confidence and trust
- Sense of uncertainty and refraining from action
- Concern about the risk of NOT meeting a standard

- A new focus requires confidence from all parties involved (not scientists only)
- The BWMC (2004) set the standard as good as it could get in 2004
- The BWT industry spent a fortune on R&D, well before 2004, without certainty about regulations and uniform application


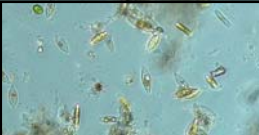

Costs and risks will be forwarded to shipowners; taking a risk requires trust that:

- The solution works properly
- They know if there are restrictions to the trading area of the ship

**WHAT IS PARAMOUNT TO ENCOURAGE THE SHIPPING WORLD
TO ACT WITH CONFIDENCE ?**





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INFORMED CHOICES ARE CRUCIAL FOR TAKING ACTION

Confidence needs transparent information - clear and complete

- **BWM Systems:**
 - availability and mounting potential
 - performance environmentally acceptability
 - Availability of all information on performance certification
 - Availability of sufficient knowledge to face Port State Control with confidence
- **Authority requirements:**
 - How to comply
 - How to demonstrate compliance
 - How to balance Ships' responsibilities with those of Ports
 - Clarity about uniformity of regulations (IMO / US / Black Sea Convention)




Transparency creates Confidence by enabling Informed Choices

Transparency on performance of BWM systems

- Efficacy - major interest of Shipping
- Environmental acceptability - major interest of the Global Community
- Availability and Characteristics
- Feasibility to mount on ship
- Transparency of Certificate
- Transparency on geographic and climatic applicability
- Transparency on potential to demonstrate compliance






Transparency creates Confidence – regional and national regimes

Parts of the world host instruments to safeguard transparency of public information, for example:

- In Europe The UNECE Aarhus Convention (EiF 2001) aims to safeguard transparency of information on the environment. The aim is to assist administrations to embrace transparency. In case of non compliance a Compliance Committee can rule.
- The U.S. has its Public Information Act as a National Instrument

Aarhus (and its Almaty Declaration of Intent) may offer guidance for safeguarding transparency under IMO-BWM Guideline G8



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Transparency creates Confidence - Role of national Administrations

Commitment of national Administrations is core to safeguarding transparency

- On a national Level: in Certification and Port State Control
- In IMO by:
 - Voicing the Call for full Transparency and
 - Working together to develop a robust Transparency regime
- World-wide by:
 - Inspiring equivalent approaches to Transparency
 - Sharing Experience and Expertise with such Regimes



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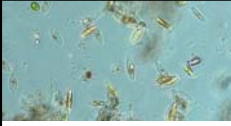





Transparency will also help recognising and regulating emerging challenges that might need additional regulatory action, such as:

- IMO Guidance for mounting BWM systems on ships in support of IMO-BWM Guideline G10
- Policies for Special ships as identified in MEPC 61/2/14, MEPC 61/24 and MEPC 63/2/13, MEPC 63/23
- Equivalence of Protection by Other Methods with the Standard of BWM Regulation D-2





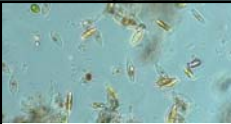

The Way Forward – 1

In this learning process for all the answers have not been properly addressed yet

- **Drawing conclusions requires reliable and complete information**
- **Those investing in protecting biodiversity deserve trustworthy data**
- **Regulator and Industry both need confidence and trust in the options to meet the policy requirements**




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The Way Forward - 2

- **Safeguard transparency on the process and on the science and technology underlying certification and port state control**
- **Keep an open eye open for emerging challenges**

Within IMO Transparency of information on performance of BWM Systems would benefit from a commitment on transparency for G8 reporting, equivalent to the one laid down for reporting on G9



NORTH SEA BALLAST WATER





**Neither you and your Crew
nor the Global Community**



REMEMBER THAT RASH YOU GOT, WHEN YOU WENT SWIMMING WHERE WE DUMPED BALLAST WATER?



Would like this to happen



MANY THANKS FOR YOUR ATTENTION



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