

NORTH SEA BALLAST WATER

TRANSPARENCY IN TESTING

THE NORTH SEA BALLAST WATER OPPORTUNITY PROJECT

NSBWO, 2009-2014

&

REVISITING G8

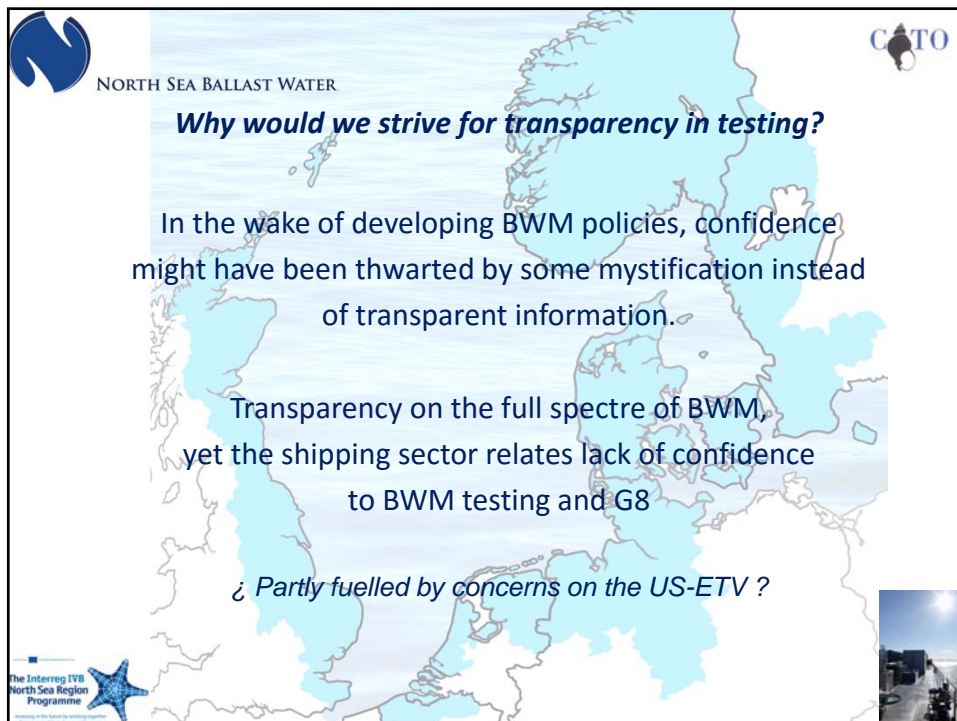
Clearing the mystified window?

Cato C. ten Hallers-Tjabbes

WMTC 2015 BWM Panel Session, Providence (RI) 5th November

The Interreg IVB North Sea Region Programme

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Why would we strive for transparency in testing?

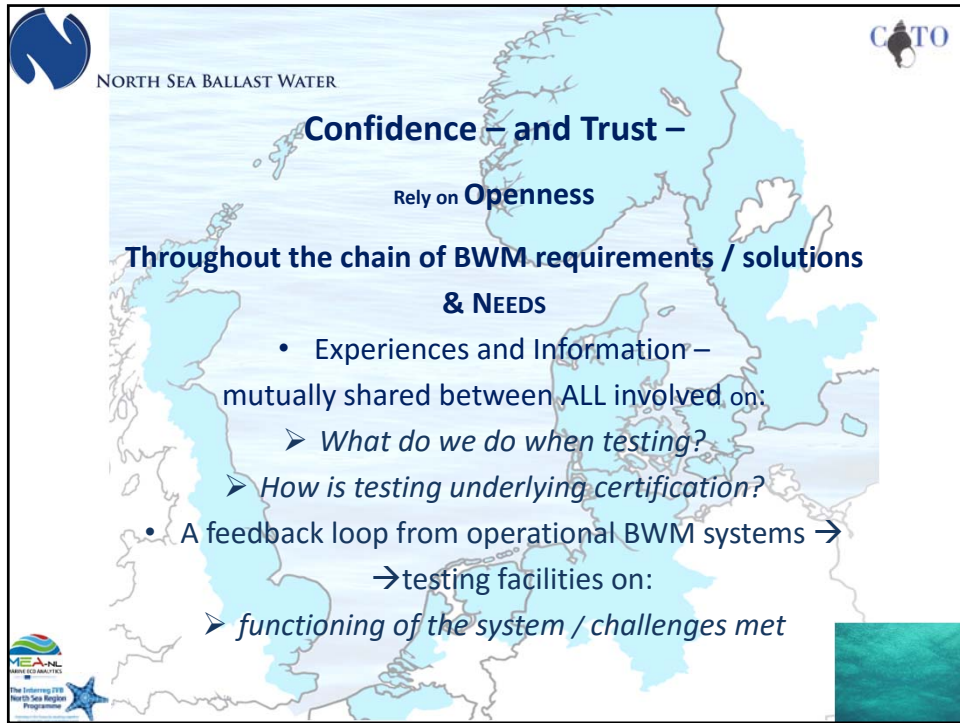
In the wake of developing BWM policies, confidence might have been thwarted by some mystification instead of transparent information.

Transparency on the full spectre of BWM, yet the shipping sector relates lack of confidence to BWM testing and G8

¿ Partly fuelled by concerns on the US-ETV ?

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Confidence – and Trust –

Rely on **Openness**

Throughout the chain of BWM requirements / solutions & NEEDS

- Experiences and Information – mutually shared between ALL involved on:
 - *What do we do when testing?*
 - *How is testing underlying certification?*
- A feedback loop from operational BWM systems →
 - testing facilities on:
 - *functioning of the system / challenges met*

Logos: MEANL, The International DDT North Sea Region Programme, CATO



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NSBWO Objective:

Stimulate ratification of the BWMC through Regional Cohesion in BWM

Network of Internationally-based NSBWO Participants (40)

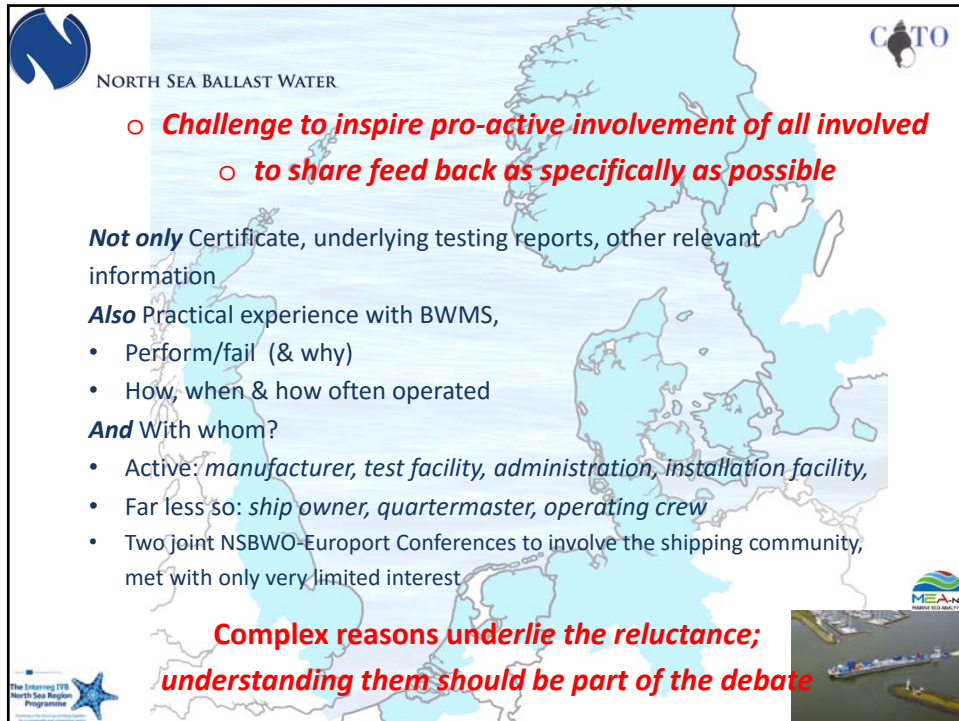
Governments, Scientists, Maritime & Technology Industries, NGOs, WMU, IUCN, IMarEST

Liaising with: EMSA, IMO, Globallast, other EU countries, US, Turkey

One of the outputs:

- Five workshops on experiences from BWM testing and implementation →
- Document MEPC 68/INF.20, Submitted by Denmark, Germany, Netherlands, Norway and United Kingdom.

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- **Challenge to inspire pro-active involvement of all involved**
- **to share feed back as specifically as possible**

Not only Certificate, underlying testing reports, other relevant information

Also Practical experience with BWMS,

- Perform/fail (& why)
- How, when & how often operated

And With whom?

- Active: *manufacturer, test facility, administration, installation facility,*
- Far less so: *ship owner, quartermaster, operating crew*
- Two joint NSBWO-Europort Conferences to involve the shipping community, met with only very limited interest

Complex reasons underlie the reluctance; understanding them should be part of the debate

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MEA-nl



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NSBWO created band-wagon effect; extended from 40 - 200 co-operators

The Regional Co-operation enhanced support for the BWM Convention

Start NSBWO: only one NS ratification; now five, a sixth is close

At least six type-approved BWM systems developed within NSBWO

Several spin-off projects

- Barge-based test facility MEA-nl
- Port-based BWM unit to be operated in *Groningen Seaports* (NSBWO partner, joint with ship yard and waste handlers) tested at MEA-nl

The challenges of testing such new application of a BWMS are embedded in the project.

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Spin Off NSBWO: Port-based Contingency – To be operated in Groningen Seaports

Lock between Saline & Fresh water

MEAN-NL MARINE ECO ANALYTICS

MEA-INNOVATOR test barge

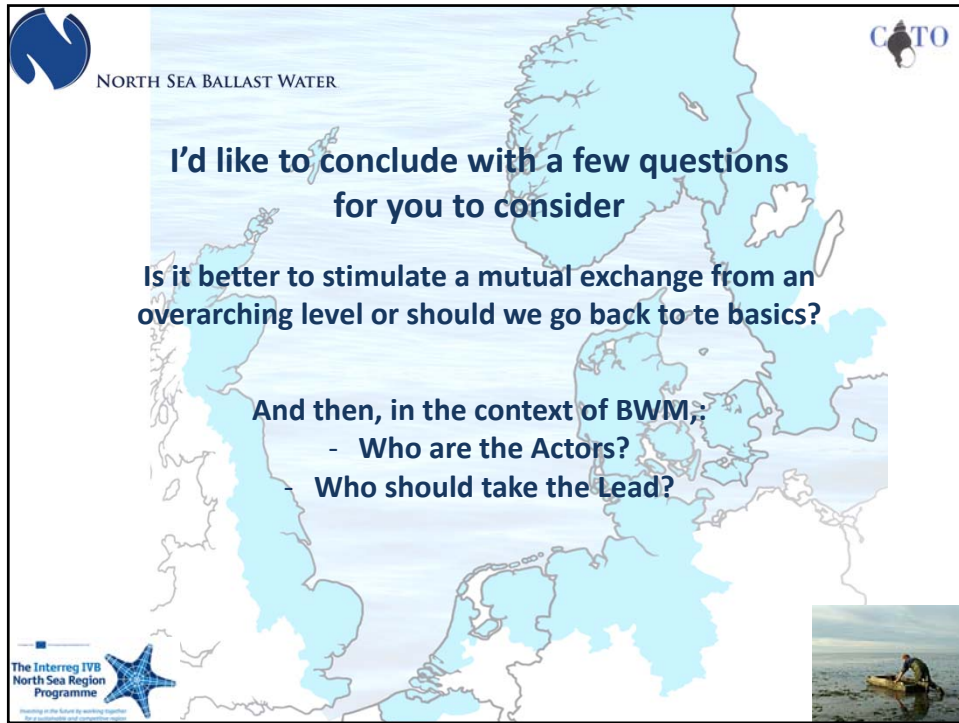
Testing at MEA-INNOVATOR of BWM test facility MEA-nl (NSBWO Spin Off)

Revising G8 Observations

- Standard test organisms (STOs) as a means to 'standardise'
 - Sea is nowhere uniform
 - Natural, un-manipulated aquatic systems are *by nature* the more robust
- Viability: Potential to reproduce as a prerequisite for being invasive
 - IMO definition recognises live/dead only →
 - Reproduction not acknowledged
 - Hampers adequate testing of some systems
- Critical Parameters (Canada) system-specific performance limiting conditions
 - Specified in Test Protocol **and** in Certificate

MEAN-NL MARINE ECO ANALYTICS

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I'd like to conclude with a few questions for you to consider

Is it better to stimulate a mutual exchange from an overarching level or should we go back to the basics?

And then, in the context of BWB:

- Who are the Actors?
- Who should take the Lead?

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Partnership in the future by working together

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