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European Community Shipowners' Associations

Ballast Water Management

Challenges for Short Sea and Offshore Services

International Ballast Water Conference 2013

Copenhagen, 1 November 2013

Patrick Verhoeven



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Summary

- 1. Introduction**
- 2. The risk of spreading**
- 3. Exemptions and risk assessment**
- 4. Dilemma of the shipowner**
- 5. Way forward**



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1. Introduction

- ▶ **IMO BWM Convention close to entry into force**
- ▶ **Shipping industry supports aims of Convention**
- ▶ **ICS issues concerning implementation:**
 - type-approval process treatment equipment
 - methodology sampling during PSC inspections
 - time-scale to retrofit new equipment
- ▶ **Draft Resolution approved at MEPC 65**
- ▶ **Regional implementation in Europe**



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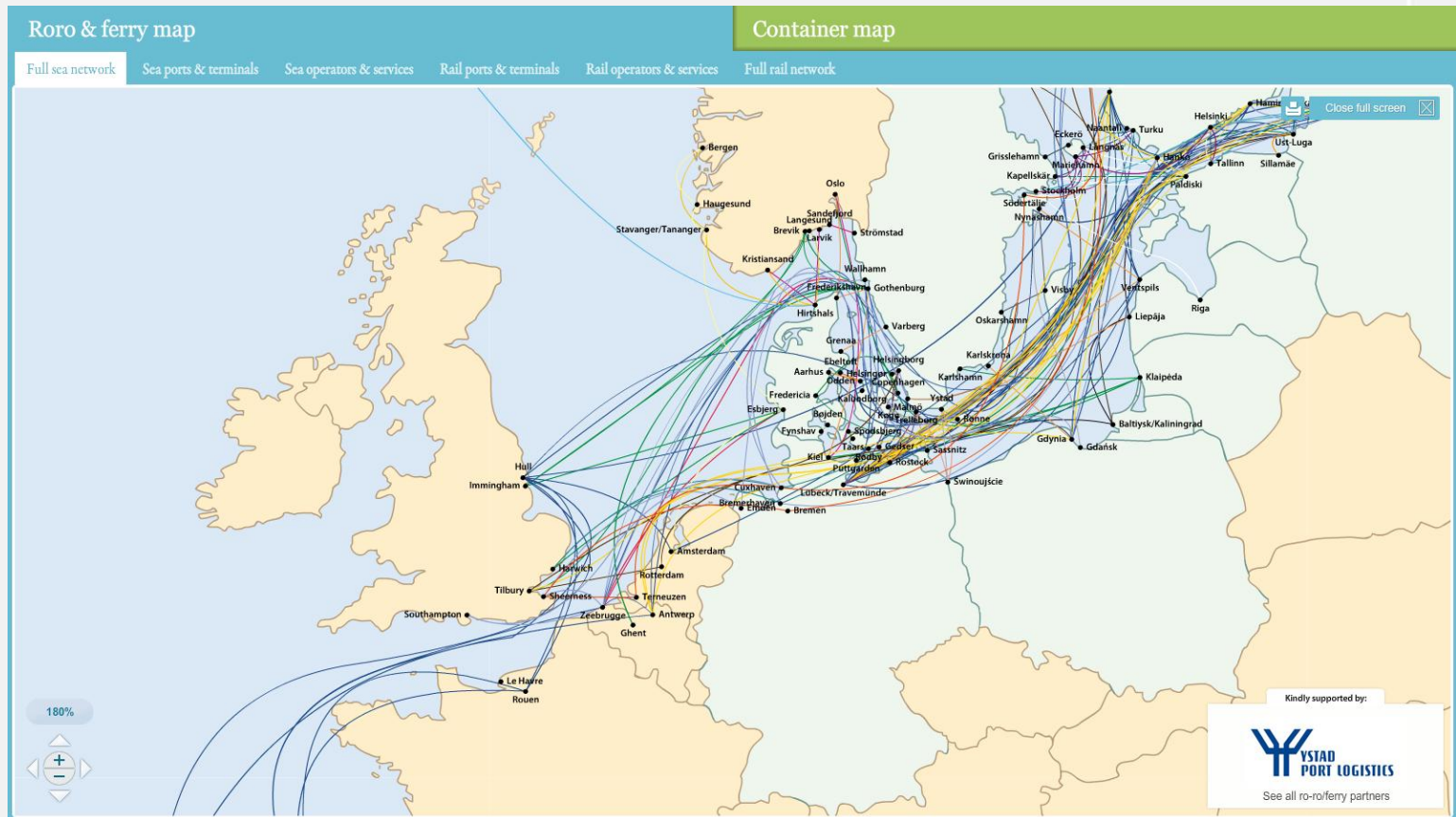
2. The risk of spreading

- ▶ **Primary spreading of species between continents**
- ▶ **Secondary spreading of species within a region**
- ▶ **Aim: minimise risk – not zero tolerance**
- ▶ **Does ballast water treatment make sense for short sea shipping and offshore services?**



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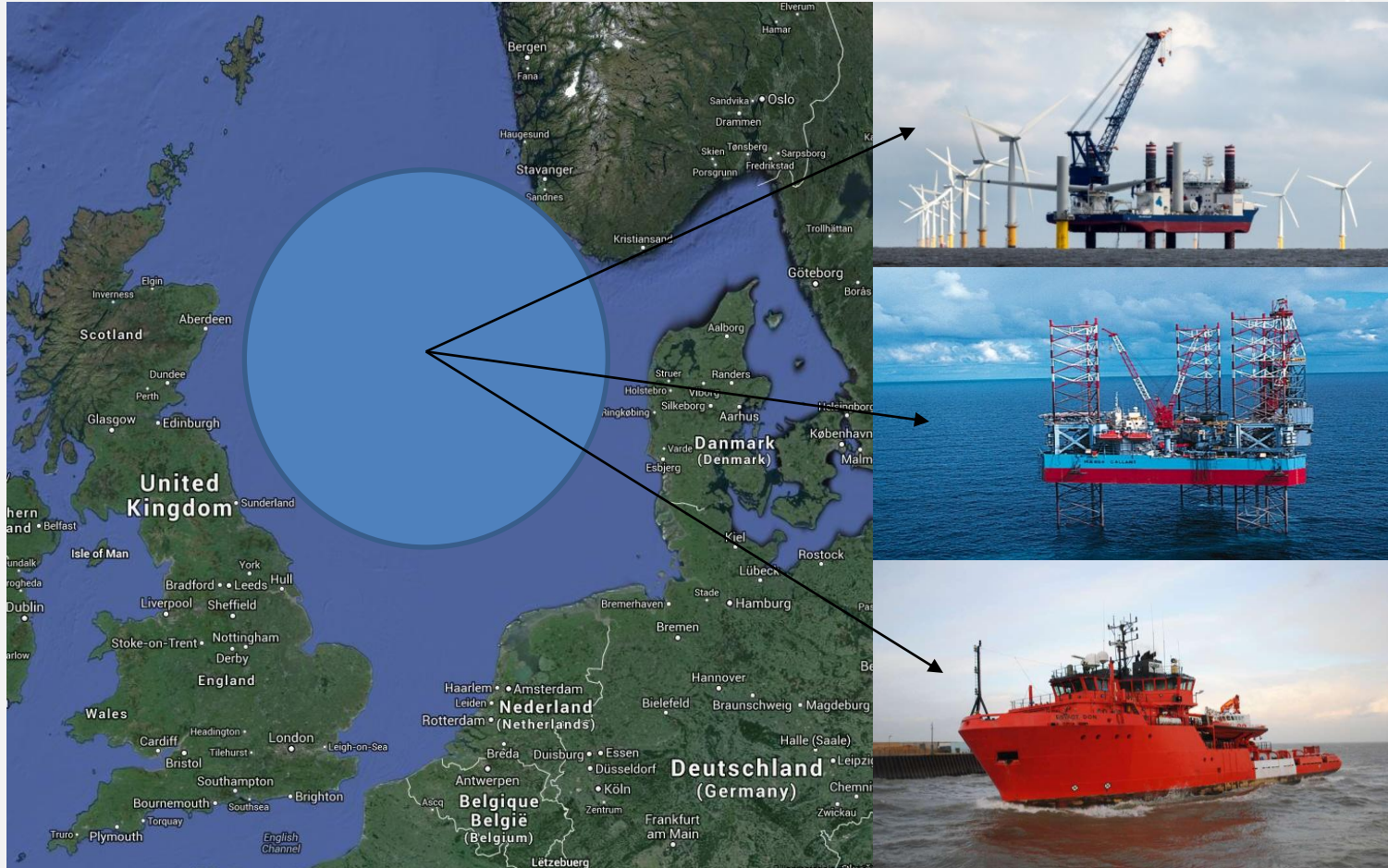
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3. Exemptions

▶ **IMO BWM Regulation A-4**

▶ **Granted to:**

- ship(s) on voyage(s) between specified ports or locations
- ship operating exclusively betw. specified ports or locations

▶ **Conditions:**

- exemption effective for five years maximum, subject to intermediate review
- ships do not mix ballast water or sediments other than between said ports or locations
- granted based on the IMO guidelines on risk assessment



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Risk assessment

- ▶ **Precautionary rule: burden proof with shipowner**
- ▶ **IMO Guidelines – Resolution MEPC.162(56)**
- ▶ **HELCOM/OSPAR Guidelines (2013)**
- ▶ **Prerequisites for exemptions:**
 - Biological assessment of presence of Target Species in port A and port B
 - Two ports should have same type of water, preferably with natural mixing
 - Risk assessment must demonstrate “low/acceptable” risk



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4. Dilemma of the shipowner

► **Apply for exemption:**

- Burden of proof on the shipowner
- Quality of data / access to data / costs
- Validity of exemption / intermediate review / withdrawal if new target species are found
- Time to complete assessment / procedure

► **Install ballast water treatment system:**

- Cost (including installation): 1 – 3.5 mln Euro per ship



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Extra complication: standards

- ▶ **D1 Standard: exchange of ballast water at sea**
- ▶ **D2 Standard: ballast water treatment**
- ▶ **North Sea has only 2-3 exchange zones**
- ▶ **Baltic Sea has none**
- ▶ **Convention obliges you to comply with D1 or D2**
- ▶ **Short sea / offshore services in Northern Europe may therefore be obliged to comply with D2 from the start**



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5. Way forward

- ▶ Do environmental benefits BWM outweigh costs for short sea shipping and offshore services?
- ▶ Exemption guidelines at present too complex / too uncertain – will deter applications
- ▶ Is there scope to revitalise concept of 'exemption zones', areas where the risk of spreading is low?
- ▶ Can there be (more) exchange zones in Northern Europe or exemption from D1 standard?
- ▶ Can we re-open debate in IMO on certain issues?



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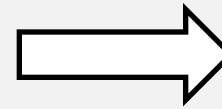
SHORT SEA SHIPPING **ROAD TO SEA**

ADVANTAGES

- Most cost effective relation investment versus transport capacity
- Most efficient in terms of energy consumption
- Improves service to peripheral areas
- Instrument «Par Excellence» for combined transport
- No negative social effects (congestion, noise)
- Most environment friendly



MFSP Short Sea Panel - ECSA - CESA - COREDES - ESPO - EMEC - FEPORT - EMPA - ESC - ECASBA - ECMAR - CTGWU - CLECAT - EFIP - EHMA - EUROPEAN COMMISSION and in co-operation with AMRIE Contact : rue Ducale, 45 - 1000 Brussels - tel 02/ 511 39 40 - fax 02/ 511 80 92





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