

Implementation of BWM Convention in semi-enclosed sea areas and the implications on short sea shipping

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Content

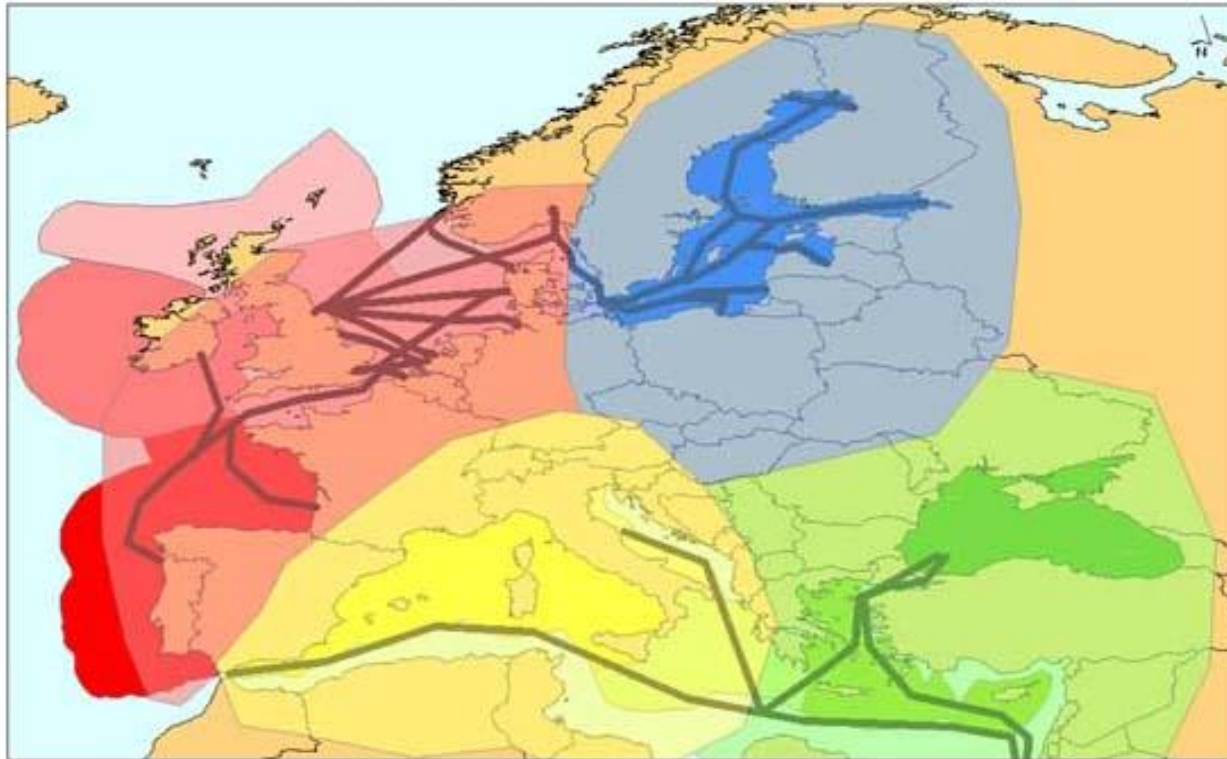


- ▶ Short Sea Shipping in Europe
- ▶ Semi-enclosed sea area vis a vis implementation of BWM Convention
- ▶ Identified constrains
- ▶ Options
- ▶ Conclusion

Short Sea Shipping Definition and Policy

„Movement of cargo and passengers mainly by the sea along a coast, without crossing an ocean“

MOTORWAYS OF THE SEA: EC PRIORITY AREAS



0 500 1.000 Km
Proyección: GCS_WGS_1984
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EC PRIORITY AREAS
 ■ WESTERN EUROPE
 ■ BALTIC SEA
 ■ SOUTH-EASTERN EUROPE
 ■ SOUTH-WESTERN EUROPE

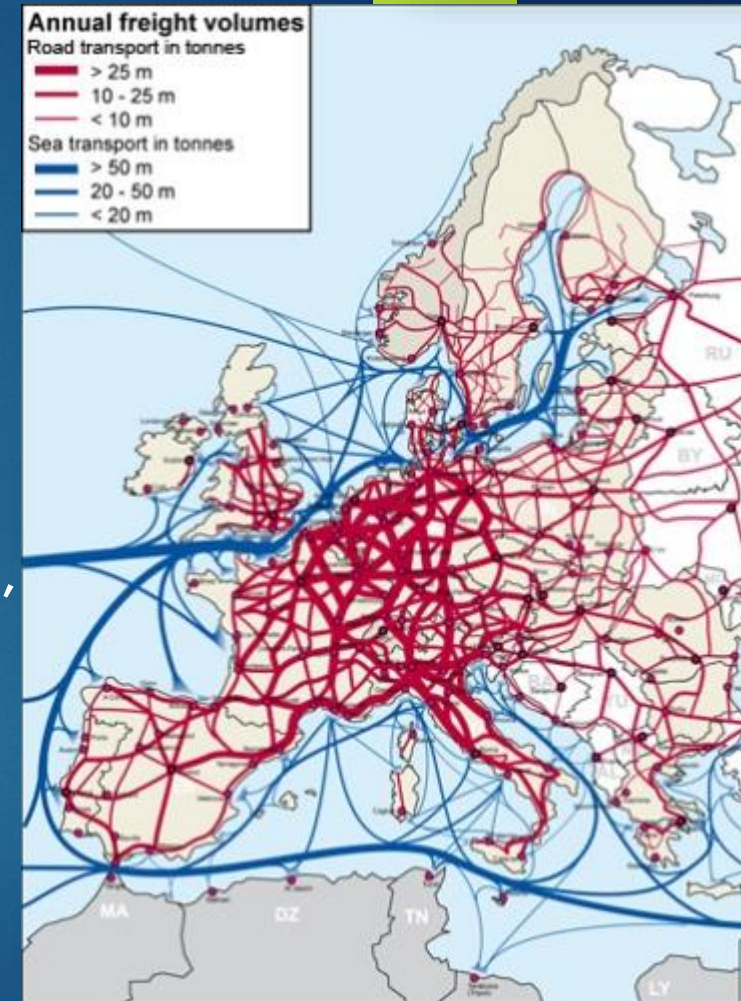
MARINE REGIONS AND SUBREGIONS (SEC(2004) 875)
 ■ BALTIC SEA
 ■ NORTH SEA
 ■ IRISH SEA
 ■ BAY OF BISCAY
 ■ WESTERN MEDITERRANEAN
 ■ ADRIATIC SEA
 ■ IONIAN SEA
 ■ EASTERN MEDITERRANEAN

EU definition:

„The movement of cargo and passengers by the sea between ports situated in geographical Europe or between those ports and ports situated in non-European countries having coastline on the enclosed seas bordering Europe“

Strategic Importance/Economic Value

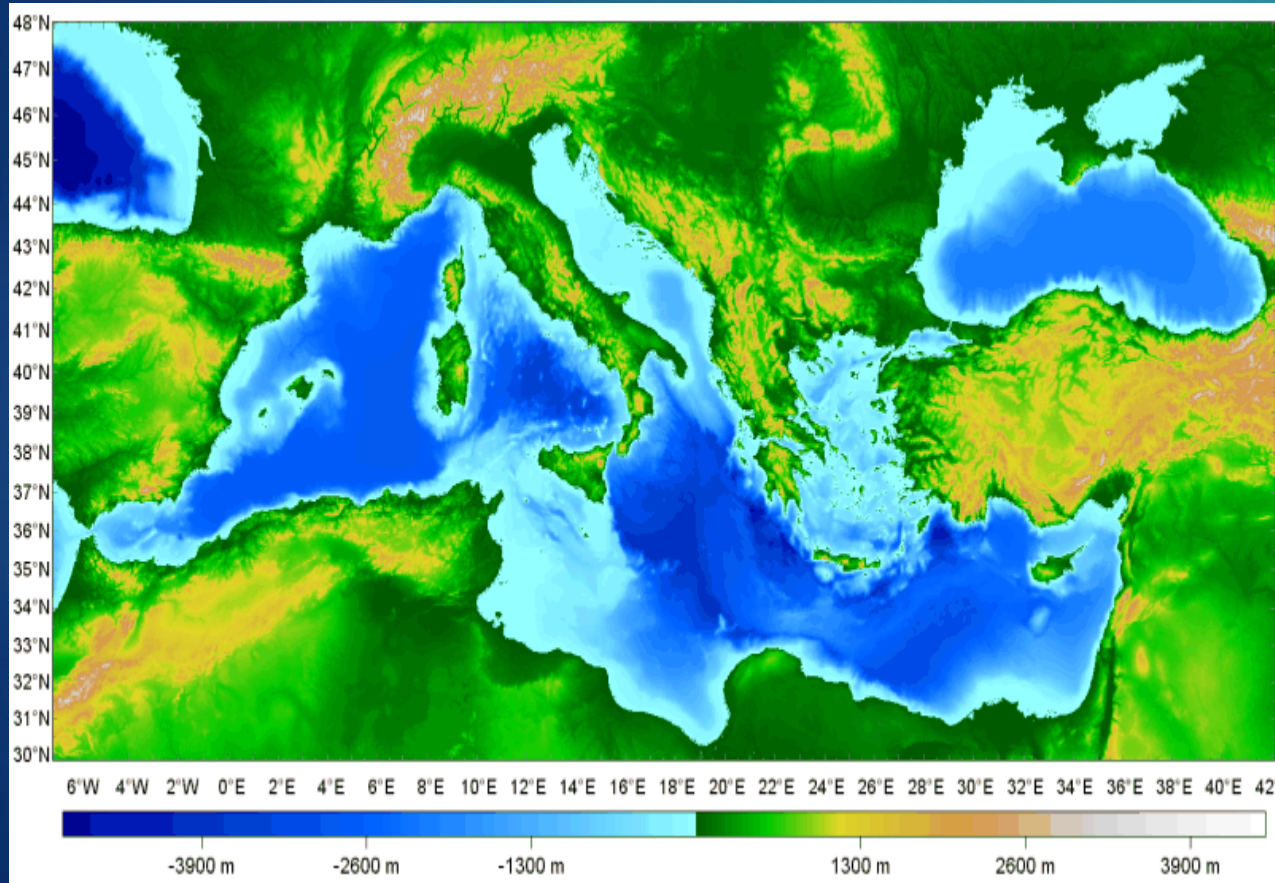
- ▶ Short sea shipping makes up 58% of total maritime freight transport in the EU standing at some 1,7 bil. tonnes of cargo
- ▶ Cargo: Liquid (45%), Containers (20%), Ro-ro (13%)
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- ▶ The North Sea and the Mediterranean have the greatest share of short sea shipping in the EU-28, with almost 30%
- ▶ In some countries share is $\geq 80\%$ (e.g. Bulgaria, Denmark, Croatia, Malta, Cyprus, Finland, Sweden..)



EU Maritime Transport Policy – European Transport 2050

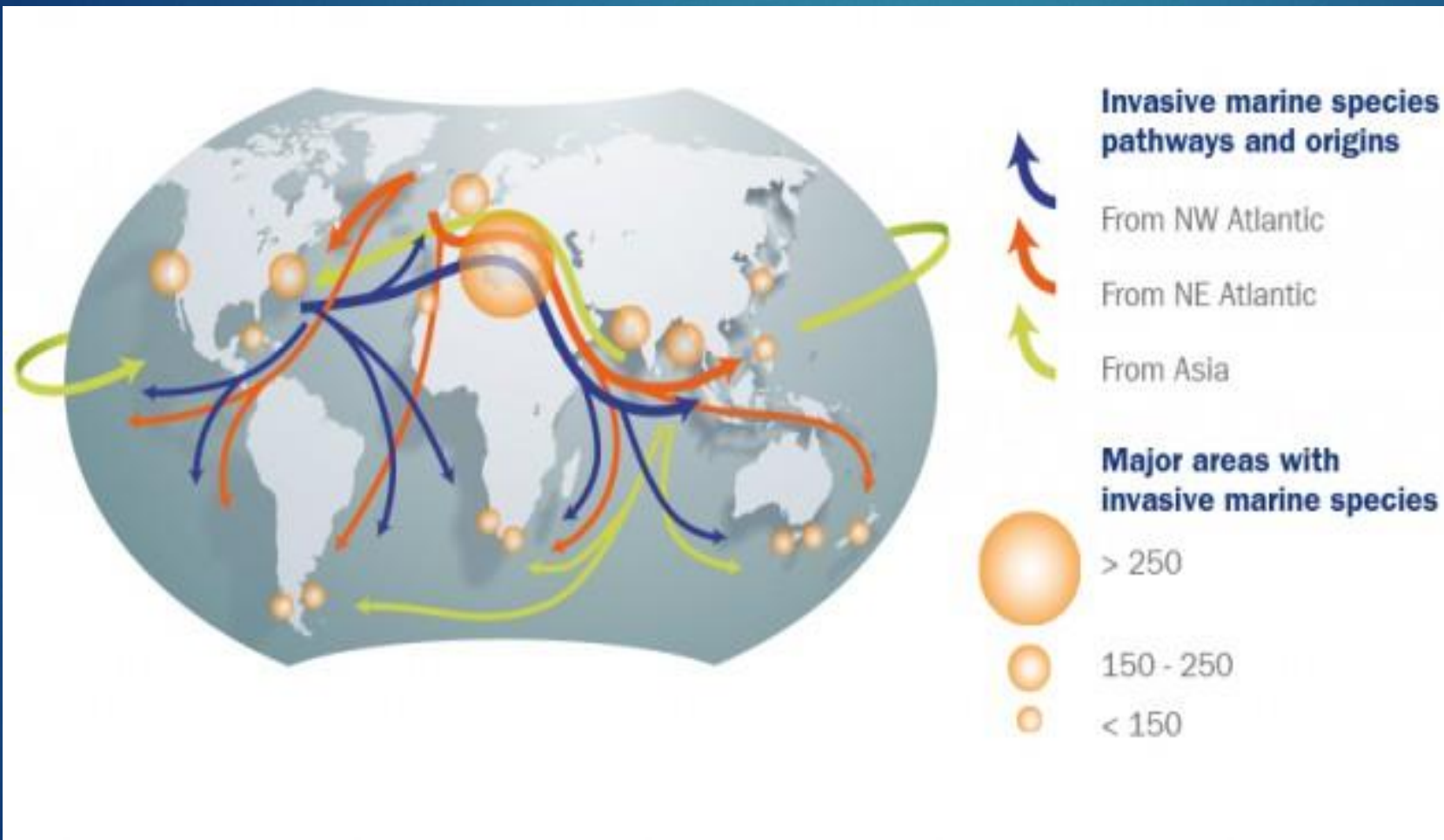
„... (www.ec.europa.eu)

Semi-enclosed Sea Areas



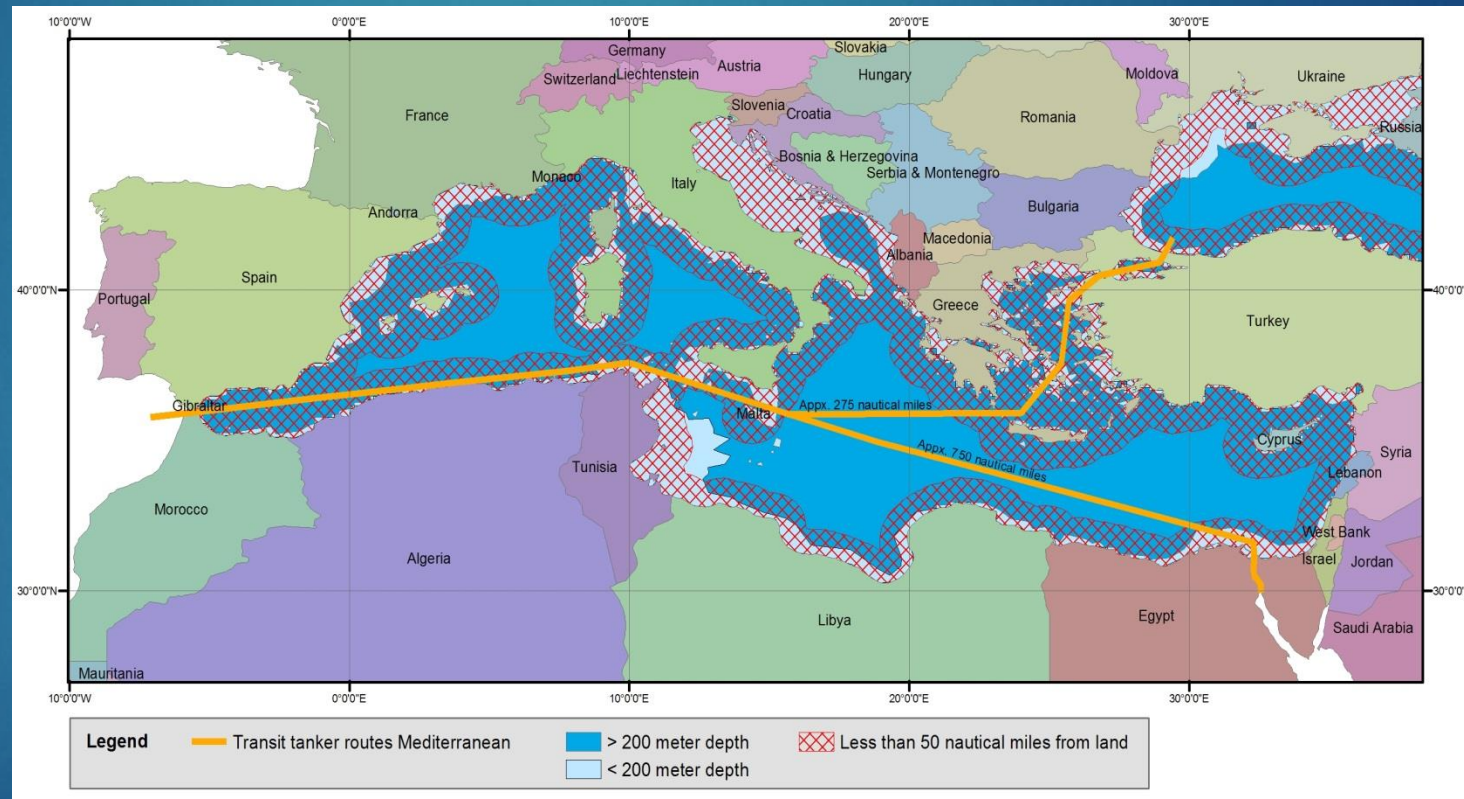
- ▶ UNCLOS (Article 121)
- ▶ VOULNARABILITY
- ▶ SENSEABILITY
- ▶ Co-operation between the coastal states

BWM Convention, 2004



- ▶ **Goal:** prevent, minimize and ultimately eliminate transfer of HAOP through control & management of BW and sediments
- ▶ **Application:** International trade

Ballast Water Exchange in semi-enclosed and enclosed seas



Barcelona, OSPAR and Helsinki Convention- Guidelines

- ▶ Resolution on temporary voluntary application of D1 standard for Ballast Water Exchange for ships navigating between the Mediterranean Sea and NorthEast Atlantic and/or Baltic Sea

Application from 1 Oct 2012

ADRIATIC TRAFFIC

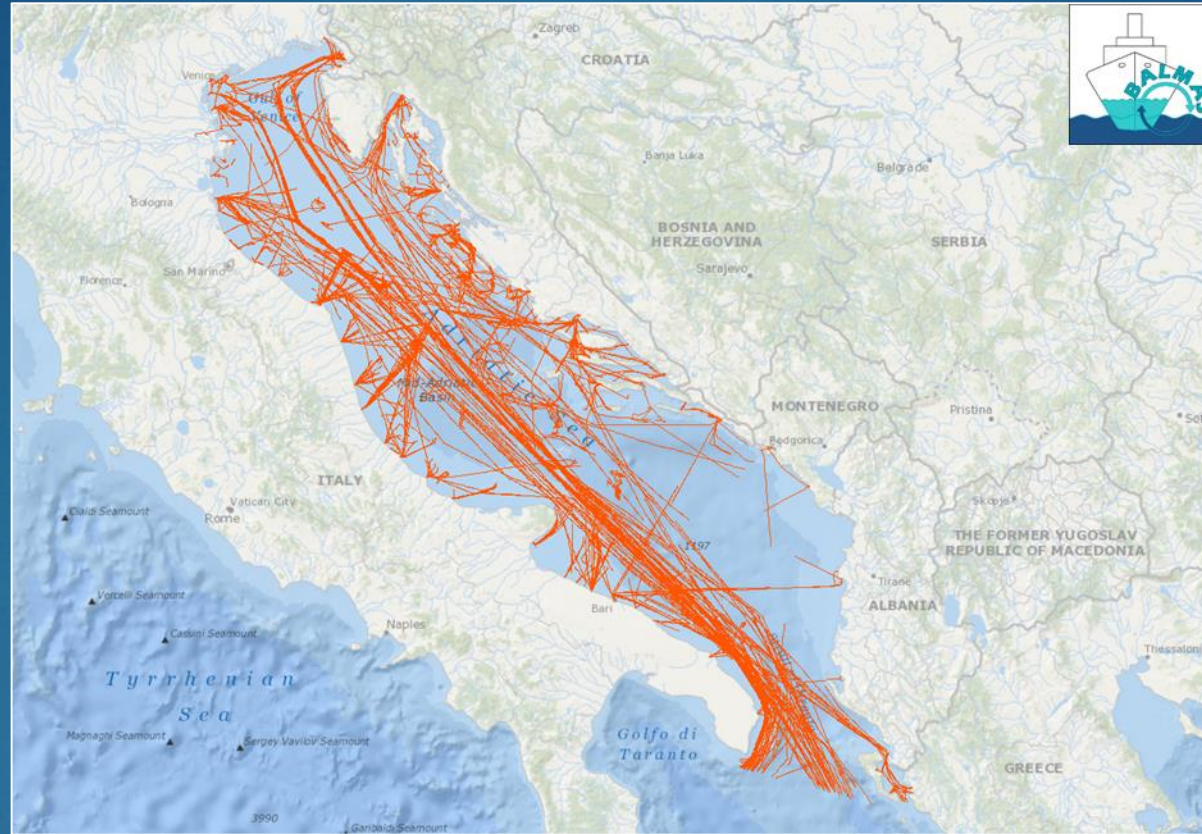
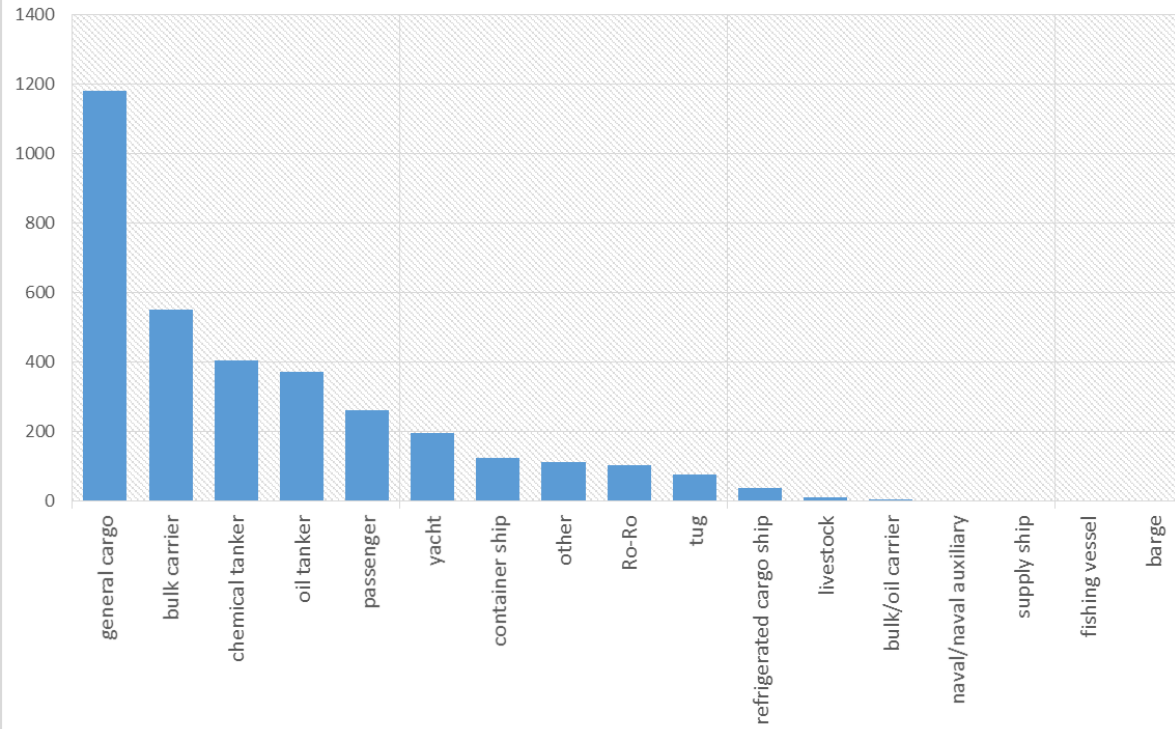
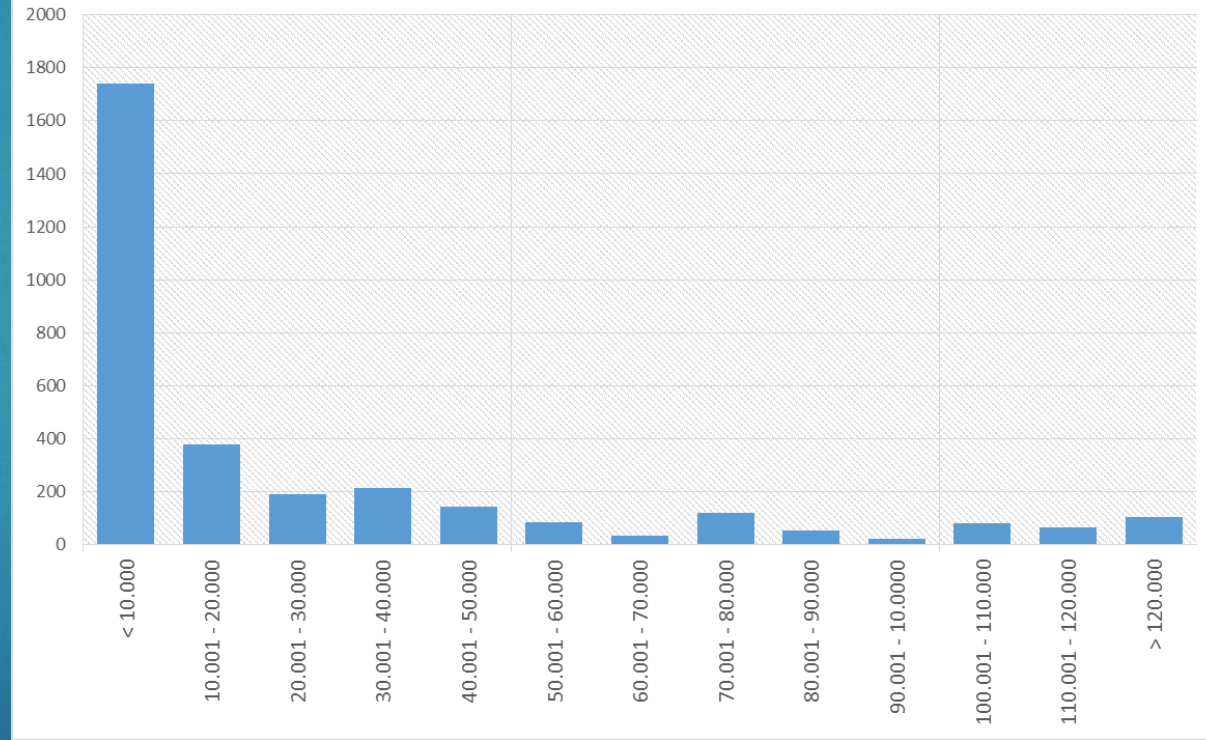


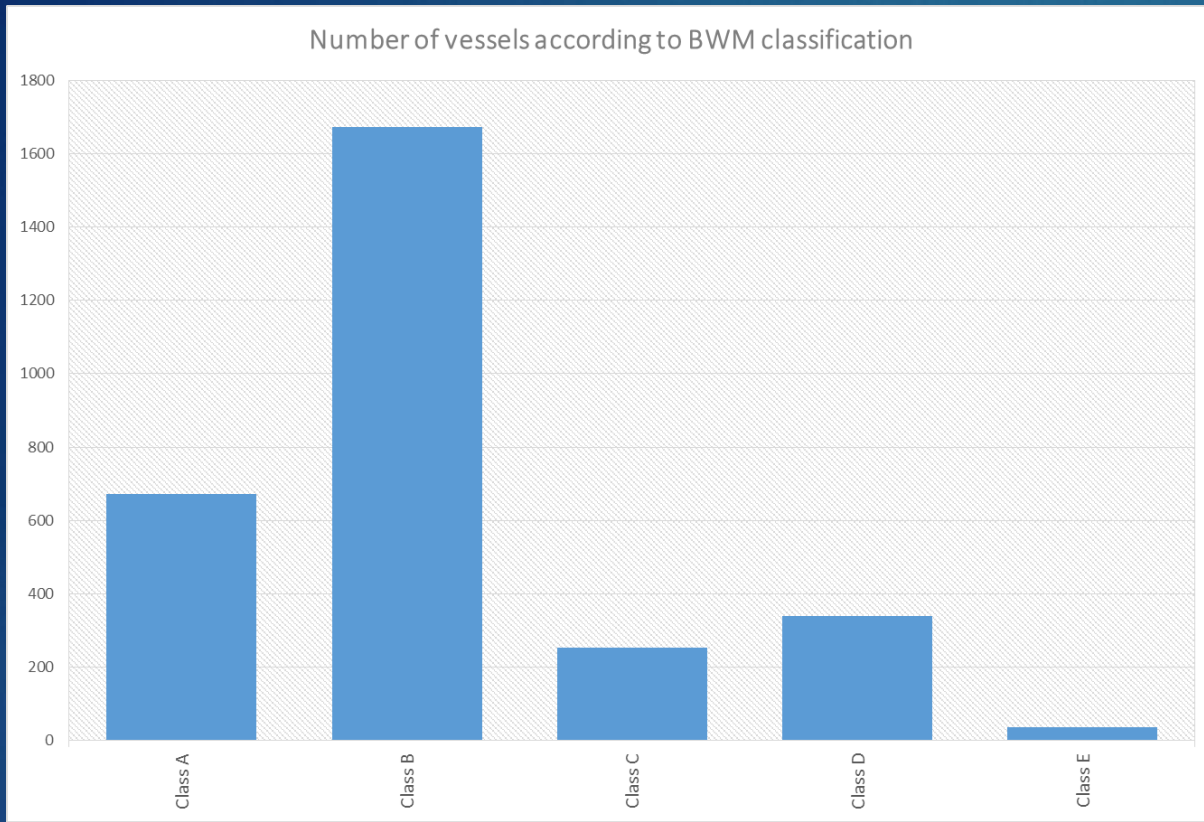
Figure 1: Vessel path lines (VPL) showing marine traffic on 1st of May 2014., BALMAS Project

Number of vessels according to vessel type



Number of vessels according to DWT (in tons)

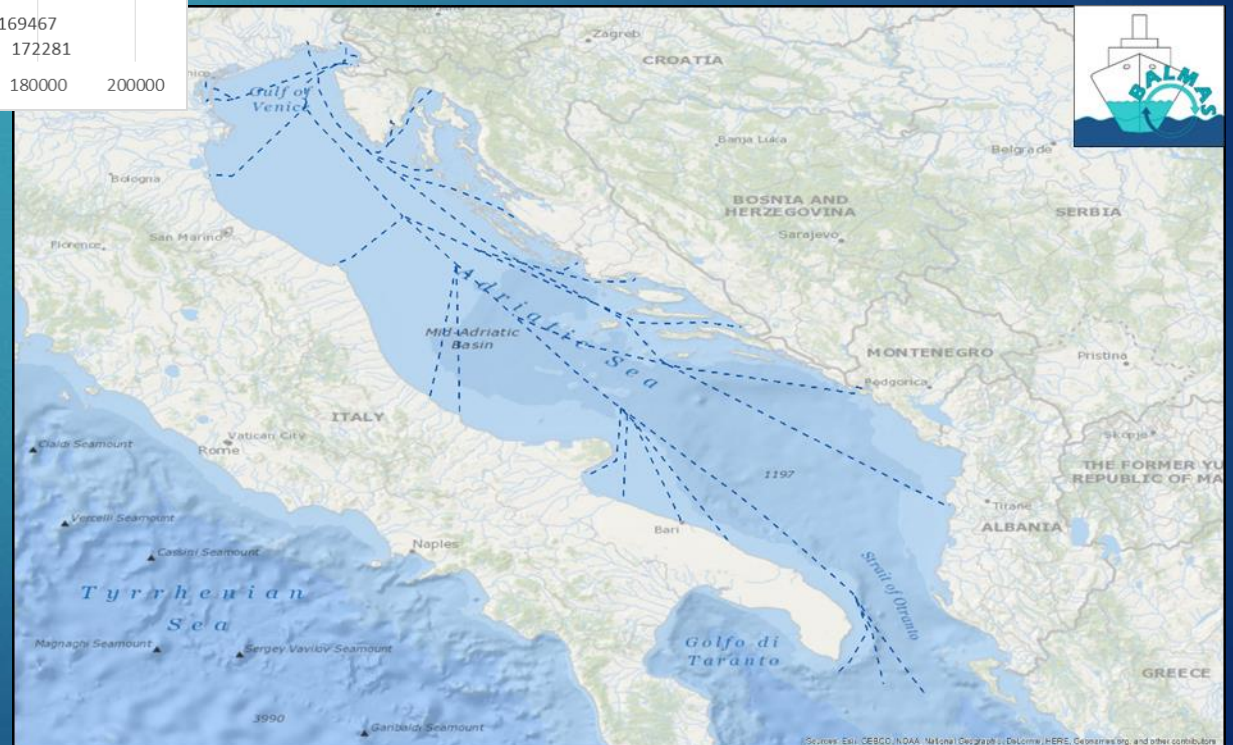
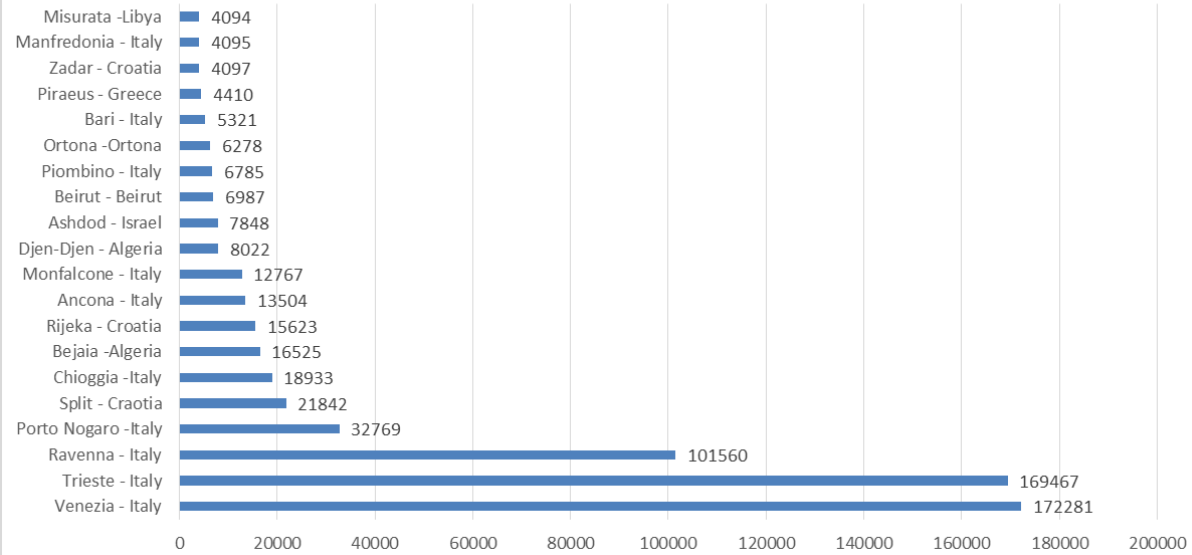




- BW capacity between 1500 and 5000 m³
⇒ class A
- BW capacity < 1500 m³ or > 5000 m³
⇒ class B
- Vessels constr. after 2009 and BW capacity < 5000 m³
⇒ class C
- Vessels constr. between 2009 and 2012 and BW capacity > 5000 m³
⇒ class D
- Vessels constr. after 2012 and BW capacity > 5000 m³
⇒ class E

D-2 standard-majority in the last group

Port of Koper
Volume (m³) of BW discharges per top-20 donor ports in year 2013

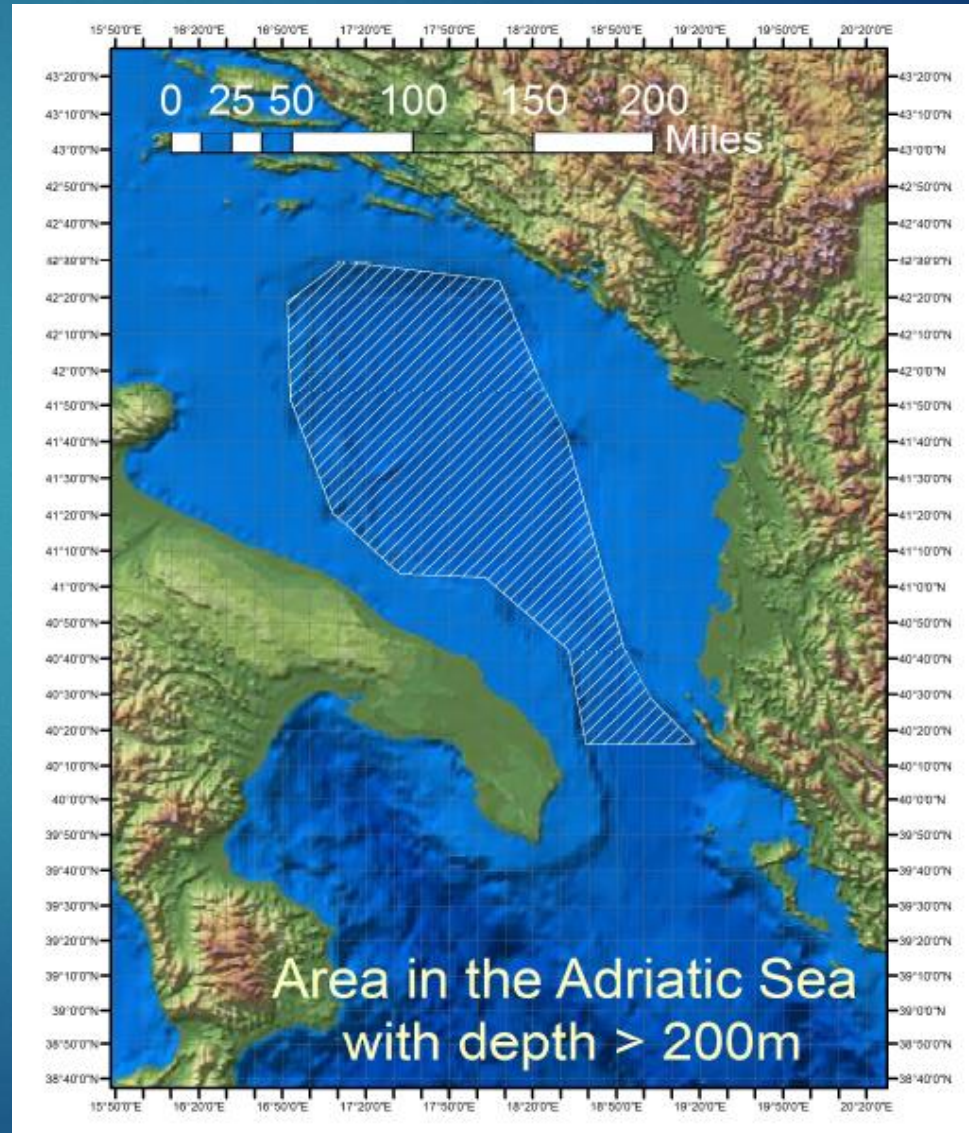


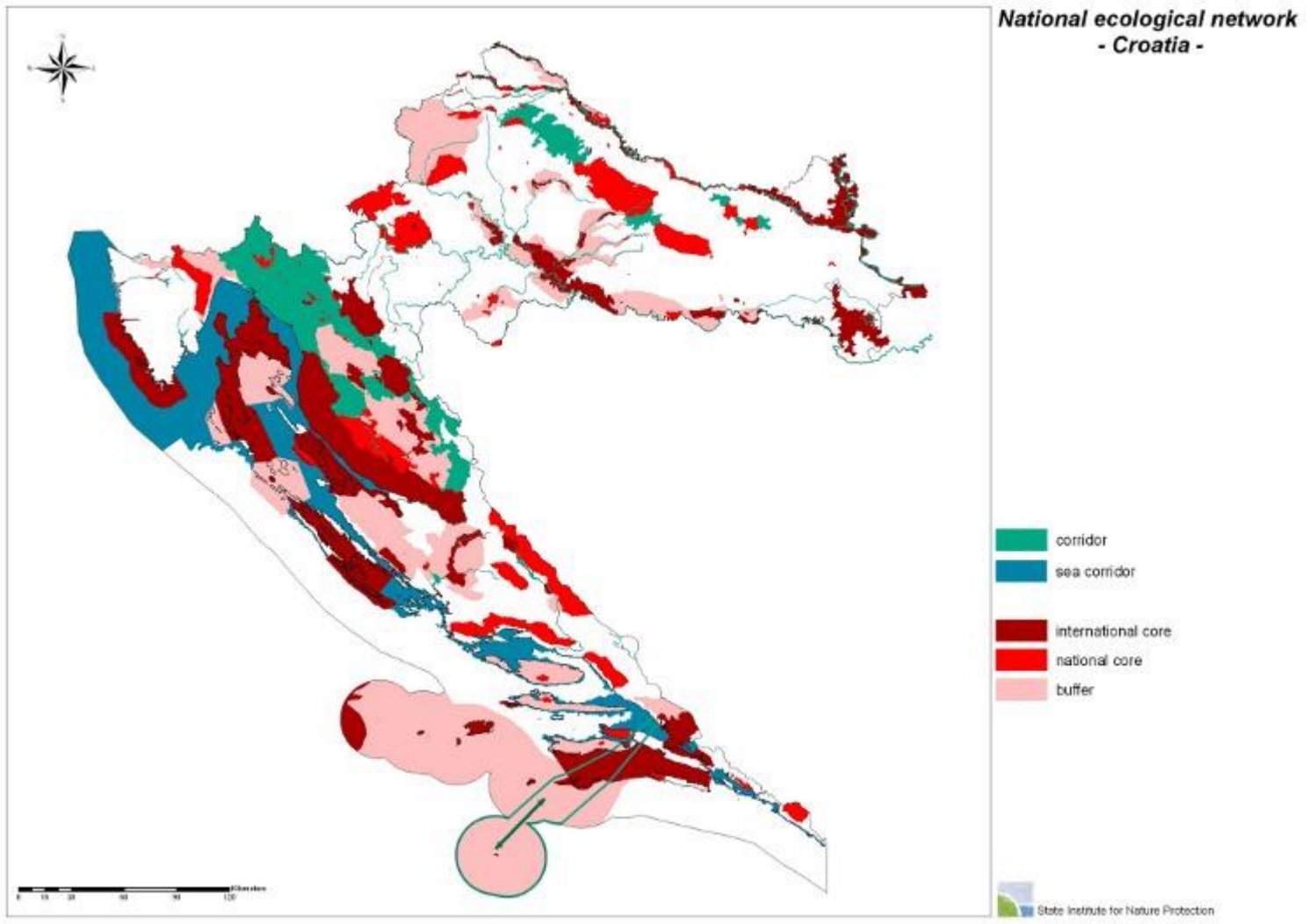
Options

- ▶ 1. Regulation B-4.2.- Designation of BWE Area
- ▶ D-2 Standard
- ▶ Alternative Management options for vessels
- ▶ Port Options
- ▶ Exemptions
- ▶ Exceptions

BW Exchange Zone???

- G-14
- Concentration of traffic
- Concentration of unmanaged BW in most sensitive area
- Secondary introduction
- Dumping site?





D-2 Standard

- ▶ Regular services
- ▶ Ro-ro vessels
- ▶ Small units
- ▶ Existing ships

Co2 Emissions and Energy Efficiency?

BWM Options for Ports

- ▶ **Legal basis:**
- ▶ **Reg. B-3 (BWM for ships)**
- ▶ „6 *The requirements of this regulation do not apply to ships that discharge ballast water to a reception facility designed taking into account the guidelines developed by the Organization for such facility.*”
- ▶ Exception from Reg. A-2!
- ▶ **Guidelines G5- Guidelines for ballast water reception facilities (MEPC 153(55))**



Shore-based Systems

- ▶ land-based systems
- ▶ barge-based systems
- ▶ land-based mobile treatment unit





Port Reception Facility Systems

- ▶ Traffic
- ▶ Costs: acquisition price + treatment technology+ operation + maintenance
- ▶ Technical requirements for vessels (if there are any)
- ▶ Organization undue delay

- ▶ Conclusion: Suitable for emergency situations rather than regular management option



Reg. A-4 Exemptions

- ▶ In the water under the jurisdiction of a Party or Parties

Conditions:

- ❑ Ship/ships operates exclusively between specified port/s or location/s;
- ❑ Do not mix ballast water
- ❑ No more than 5 years with intermediate review
- ❑ Risk assesment (G7)

Risk Assessment

- ▶ Methods – environmental matches, species biogeographical and species specific RA
- ▶ RA can be conducted only if reliable data exist
- ▶ PROCEDURE
- ▶ 7.2. „Parties may undertake the risk assessment themselves or require the *shipowner or operator to undertake the risk assessment*”
- ▶ **7.4. „When Party has determined that the shipowner or operator should undertake the risk assessment, the Party should provide relevant information”**
- ▶ There is no such a thing as 0 risk- so what is considered to be acceptable risk- absence of information considered

Regulation A-3 Exception

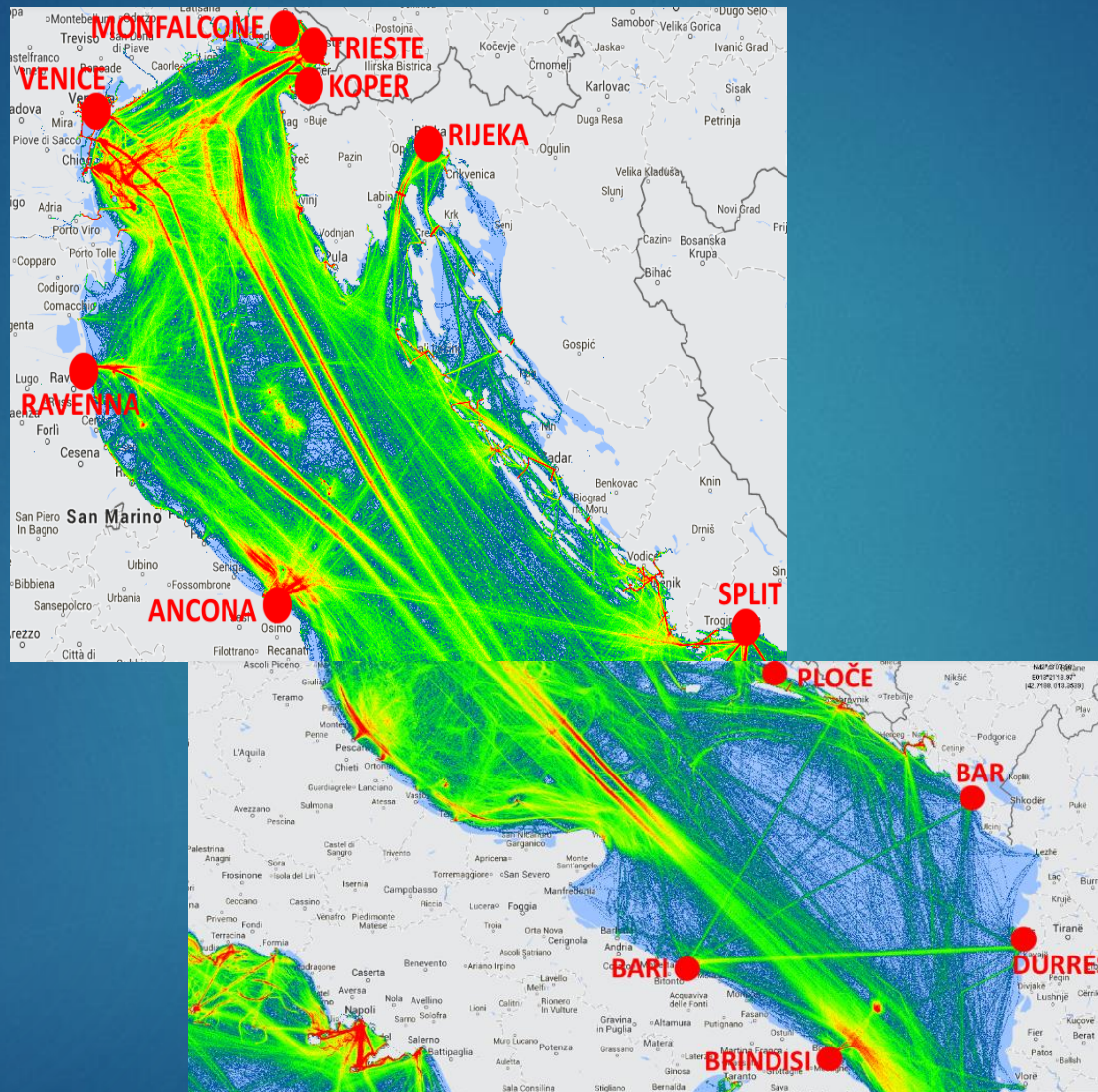
- ▶ Reg B-3 does not apply to:

...5. the discharge of BW and sediments from a ship at the **same location** where the whole of the ballast water and those sediments originated...

Concept of same location

Criteria- Natural characteristics- salinity or same/similar species that occur

- ▶ Different approaches- uncertainty
- ▶ **Information** on sea characteristics **needed** (salinity, temperature)



Split- Ancona- 132
NM

Bari- Durres- 113 NM

Dubrovnik- Kotor- 60
NM

Kopar- Poreč- 28 NM

Rovinj- Portorož- 9
NM

Umag(CRO)-
Dubrovnik(CRO)-
293 NM



Conclusion

- ▶ Active role of coastal states needed: information collection, monitoring, interpretation
- ▶ Preventive measures- early warning to prevent uptake
- ▶ Institutional Co-operation
- ▶ Amend the BWM Convention- exempt short international voyages unless it poses threat (change of presumption)



Thank you for your
attention...

