



INTERNATIONAL WATERS RESULTS NOTES

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Global Ballast Water Management Programme (GloBallast Partnerships)

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Project Status: 1 Completed, 1 Active



Key results:

1. A number of global tools have been developed to support legal, policy and institutional reforms to address ballast water issues, and a number of training packages have been developed to build ballast water management capacity in developing countries.
2. Regional Task Forces have been formed in 9 developing sub-regions and Regional Strategies and Action Plans on ballast water management have been developed, involving more than 100 countries.
3. Accelerated the ratification of the BWM Convention through national level capacity building, establishment of National Task Forces and assistance with drafting national legislations. Over 75% of the countries who have ratified the Convention are developing countries from the GloBallast Regions.
4. The project has played a catalytic role in a major market transformation in the area of ballast water treatment technologies, a market projected to be worth over \$35 billion in the next 10 to 15 years.

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PROJECT OBJECTIVE

The GloBallast Programme is in the second of two phases of a GEF-UNDP-IMO intervention addressing the transfer of invasive alien species (IAS) by ships and their potentially detrimental effects on marine ecosystems, and associated livelihoods. The objective is to assist countries to apply sustainable, risk-based mechanisms for the management and control of ships' ballast water and sediment, which is the main vector for transfer of IAS by ships. By promoting the uniform implementation of the 2004 IMO Ballast Water Management Convention, the aim is that all partnering countries of the project can demonstrate a significant improvement in legal, policy and institutional structures, which will in turn reduce the risk of ballast water borne marine bio-invasions.

The transfer of alien species can pose a severe threat to human health, the environment, economies and livelihoods that depend on healthy aquatic ecosystems. By establishing themselves in new environments, invasive species can outcompete and displace other species; impact fisheries, tourism and other marine sectors; damage infrastructure such as cooling intakes for thermal power plants; and cause local outbreaks of disease such as shellfish poisoning and cholera. The primary causes behind the IAS challenge include: 1) the international/cross-boundary character of shipping; 2) insufficient institutional/legal arrangements to address the ballast water problem; 3) lack of readily available, cost effective ballast water treatment technologies; 4) lack of awareness; 5) limited financial resources; and 6) poor/inconsistent regional cooperation. If not adequately addressed, these will continue to remain as barriers to the effective implementation of ballast water management measures.

RESULTS: PROCESS

The GloBallast project has progressed significantly at all levels – a number of global tools have been developed to support the legal, policy and institutional reforms, and a number of training packages have been developed to build ballast water management capacity in target regions and countries. Countries have prepared and in many cases adopted and now implementing their national legal, policy and institutional reforms. Several beneficiary countries are close to ratification and implementation of the 2004 IMO Ballast Water Management Convention.

The project is also laying the foundation for a regional approach to ballast water/invasive species issues. As a result of the GloBallast intervention, Regional Task Forces (RTFs) have been formed in 9 developing sub-regions and Regional Strategies and Action Plans on ballast water control and management have been developed, involving more than 100 countries.

The Regional Strategies and Action Plans on Ballast Water Management developed by the GloBallast Regional Task Forces in all five focus regions (the South-East Pacific and Argentina, the Mediterranean, the Guinea Current LME, the Red Sea and Gulf of Aden, and the Wider Caribbean) are being presented to the regional environmental conventions, with one already adopted as a protocol (Lima Convention).

The project has mobilised significant co-financing from various sources, including IMO, with an impressive 1:3.6 ratio for cash co-financing. When in-kind contributions are included, the ratio increases to 1:9.5. This clearly shows the ownership of the project, and the issue, by the countries and the partners involved.

The GEF-UNDP-IMO GloBallast intervention has also played a catalytic role in a major market transformation in the area of ballast water treatment technologies, a market projected to be worth over \$35 billion in the next 10 to 15 years. In addition to supporting research and development efforts and harmonisation of testing and approval procedures, the project has established a Global Industry Alliance (GIA) and formed a GIA Fund with contributions from industry (shipping and ship-building companies) to support project related activities.

As of April 2013, all Lead Partnering Countries (LPCs) have identified their Lead Agency and established a National Task Force, comprising public as well as private stakeholders. 13 of the 15 LPCs have finalized their National Ballast Water Management Strategies, and a further 2 are in the process of drafting the documents. The project is also doing extensive outreach to non-LPC countries through

regional and national trainings, national workshops, as well as the transfer of knowledge from Pilot Countries (PCs) and LPCs. National workshops have been held in more than 25 PCs, and several of these countries are in the process of establishing their National Task Forces and drafting a National Strategy.

Furthermore, 11 of the 15 LPCs have finalized or are in the process of finalizing their draft national Ballast Water Management legislation to support compliance monitoring and enforcement. As a consequence, all LPCs are progressing towards ratification of the Convention albeit at different stages of the process.

RESULTS: STRESS REDUCTION

This project focuses on catalytic support to global, national and regional governance reform and industry transformation and does not engage in specific on-the-ground activities that directly deliver stress reduction (e.g. reduced ballast water invasions). However, the very high level of governance reforms that the project has facilitated at all levels, as well as the transformative impact of the programme on the shipping industry vis a vis creation of a ballast water treatment industry projected in the several tens of billions, underscores that, as increasing numbers of country and industry stakeholders continue to take action on ballast water management and treatment, the risks of invasive species transfers should start to dramatically decrease in the coming years. Once the global Ballast Water Management Convention comes into force (possibly as early as 2014), the global legal mandate – and 'level playing field' for the industry – should further accelerate implementation of ballast risk reduction measures through continued technology development and deployment.

RESULTS: WATER RESOURCE AND ENVIRONMENTAL STATUS

An unfortunate reality of ballast-mediated invasions of alien species is that once a species is established in a new and 'welcoming' environment, it is virtually impossible to eradicate; this underscores the critical importance of preventing ballast invasions in the first place. Waterbodies that have already experienced important invasions, such as the Black and Caspian Seas and the US Great Lakes, already face degraded ecosystems due to the impact of these invasives. As such, the environmental and socioeconomic status results that this project seeks to deliver is maintenance of healthy aquatic ecosystem goods and services via the future prevention of successful invasions. One of the tools the project has developed and disseminated is methodologies for port biological baseline surveys (of aquatic species) against which possible invasions can be detected; continued application and upscaling of such tools will prove vital in remaining vigilant to ballast invasives as risk is incrementally reduced each year due to the steps summarised above.

KEY LESSONS LEARNED

- 1) The importance of ensuring that the project time-frame is realistic, taking into account the scope of the work proposed and the possibility that, for various reasons, progress in some developing countries assisted by the project may be considerably slower than anticipated.
- 2) The advantages of locating the project headquarters within an organization that has a direct interest in the outcome of the project and which can provide a variety of related support services.
- 3) The recognition that public-private partnerships may constitute a source of co-financing combined with access to expertise and specialised services, facilitate research and development and thereby help to resolve outstanding issues and enhance the overall value of the project.

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