



**Mediterranean  
Action Plan**  
Barcelona  
Convention



# **Mediterranean Ballast Water Management Strategy**

**Proposed update: 2020**

**23 September 2020**

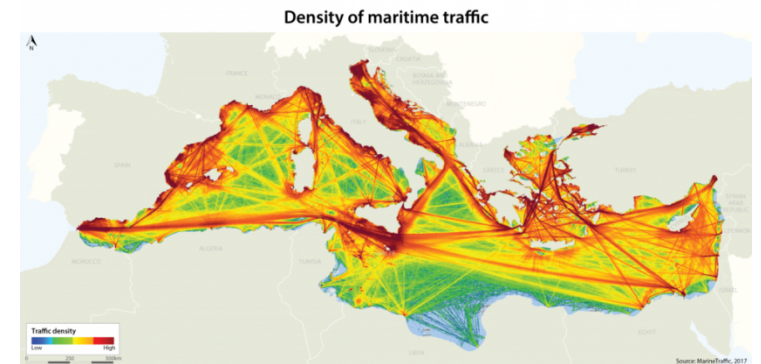
# Background

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The BWM Strategy for the Mediterranean was adopted in 2012 at COP 17 of the Barcelona Convention

Main objectives:

- i) to establish a framework for a harmonised approach to BWM across the Mediterranean
- ii) consistency of BWM in the region with the provisions of the BWM Convention.



# Framework of the BWM Strategy

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The Strategy comprises:

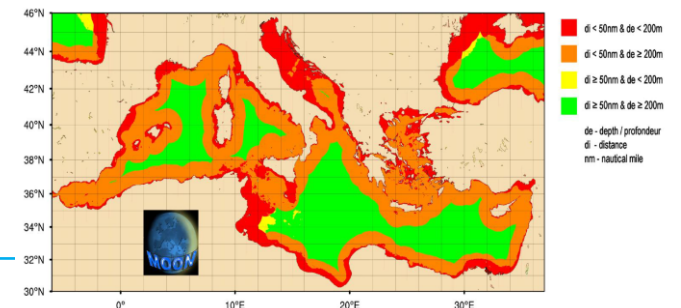
- ❖ 8 Strategic Priorities
- ❖ Action Plan: 8 measures to be implemented at regional, sub-regional and national levels between 2011- 2015
- ❖ Annex 1 – timetable
- ❖ Annex 2 – harmonised voluntary arrangements
- ❖ Annex 3 – regional CME system
- ❖ Annex 4 – information exchange system



# Strategic Priorities

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1. Support to international instruments (BWMC)
2. Capacity building initiatives (e.g. GloBallast)
3. Improve understanding of ship-mediated introductions (awareness & information exchange)
4. Promote use of risk assessment in management of ballast water (CME system)
5. Adopt voluntary regional arrangements & promote sub-regional & national alignment (BW Exchange)
6. Consider strategies in other Regional Seas (adjacent)
7. Periodic review & assessment (2016)
8. Resource mobilisation



# Action Plan

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Includes 8 measures to be implemented at regional, sub-regional and national levels between 2011- 2015:

- ❖ Ratification of BWM Convention (SP1)
- ❖ Harmonised arrangements for BW Exchange (SP5)
- ❖ Establish regional CME system (SP4)
- ❖ Establish biological monitoring system for ports(SP4)
- ❖ Capacity building (SP2)
- ❖ Enhance public awareness of BW & IAS issues (SP3)
- ❖ Information exchange network (SP3)
- ❖ Review to be linked to Barcelona Convention reporting system (SP 7).

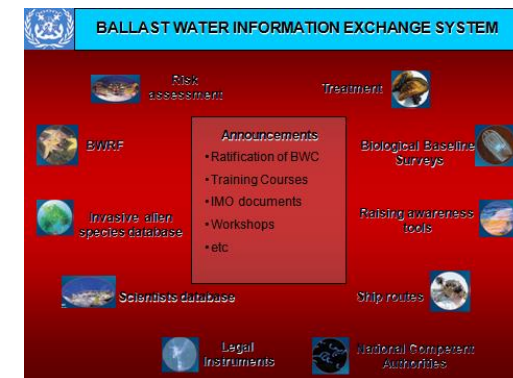


# Implementation of the Strategy

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The status of implementation was last assessed in 2016. The information contained in that report is therefore out of date in many respects.


- ❖ For example, in 2016 only 10 of the BC countries had ratified the BWMC, whereas in 2020 the records show that number is now 13
- ❖ Nevertheless the report did indicate that :
  - There had been progress in harmonising BW Exchange measures
  - Port surveys had been completed in some sub-regions
  - There were a number of capacity building initiatives (GBP/EMSA & SPA/RAC)
- ❖ On the other hand, one important area where there was only limited progress was in the establishment of an information exchange network



## Key developments since 2016

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Of more importance is that there have been a number of key developments which have made it imperative to update the strategy:

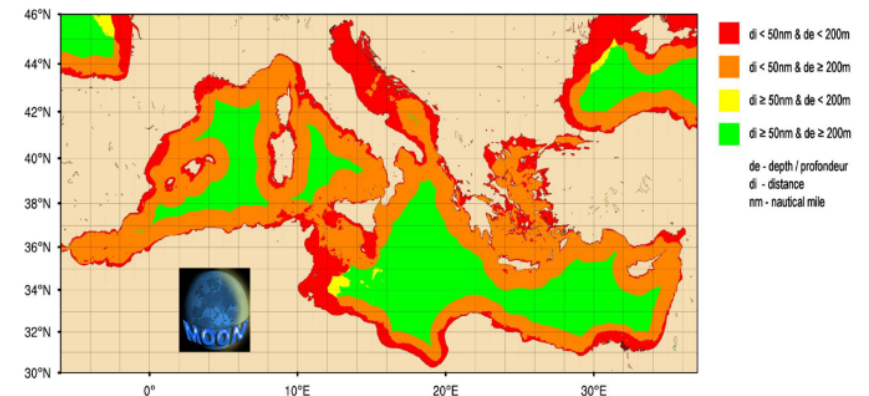
- ❖ Entry into force of the BWM Convention (2017)
  - ❖ Entry into force of amendments to the BWMC (2019)
  - ❖ Adoption of the Integrated Monitoring and Assessment Programme (IMAP) for the Mediterranean in 2016;
  - ❖ Updated Action Plan concerning Species Introductions and Invasive Species in the Mediterranean Sea adopted at COP 19
  - ❖ Updating of the Regional Strategy for Prevention of and Response to Marine Pollution from Ships which is currently in progress.
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# Key development: BWMC Amendments

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## Adopted 2018, entered into force in October 2019:

- ❖ [MEPC.297\(72\)](#): formalises schedule for transition from the D-1 (BW Exchange) to the D-2 standard (biological criteria – requires treatment of BW prior to discharge)
- ❖ [MEPC.296\(72\)](#): Code for Approval of Ballast Water Management Systems mandatory & supersedes 2016 Guidelines.
- ❖ Others on surveys and certification.





# Transition from D1 to D2



## Complying with the Ballast Water Management Convention

Stopping the spread of invasive aquatic species



**D1** standard requiring ships to exchange ballast water in open seas, away from coastal areas. Few organisms survive.

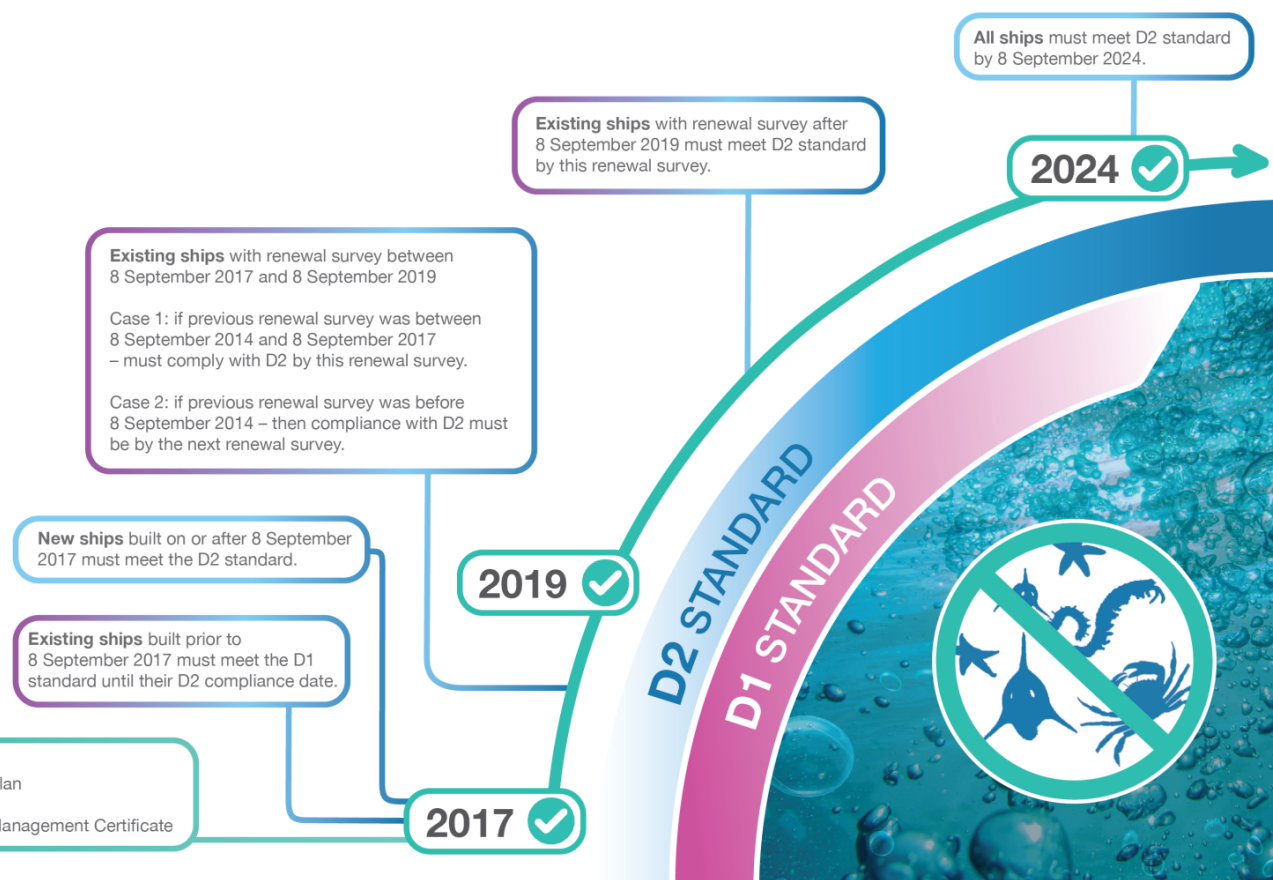
**D2** standard specifying the maximum amount of viable organisms allowed to be discharged, including specified indicator microbes harmful to human health. Usually involves installing ballast water management system.

### BACKGROUND INFO

- All new ships must conform to the D2 standard.
- Until the date when they have to meet the D2 standard, existing ships should exchange ballast water mid-ocean, to meet the D1 standard.
- Over time, all ships will have to meet the D2 standard.
- 'Renewal survey' refers to the IOPPC renewal survey under MARPOL Annex I

All ships must have:

- ballast water management plan
- ballast water record book
- International Ballast Water Management Certificate





# Key development: IMAP

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**IMAP introduced the concept of GES (Good Environmental Status) which it defines in terms of descriptions, indicators and targets for various criteria. Of relevance to this strategy is:**

Indicator 6: Trends in abundance, temporal occurrence, and spatial distribution of non-indigenous invasive species (NIS), notably in risk areas;

GES definition: Decreasing abundance of introduced NIS in risk areas;

Operational objective: Invasive NIS introductions are minimised;

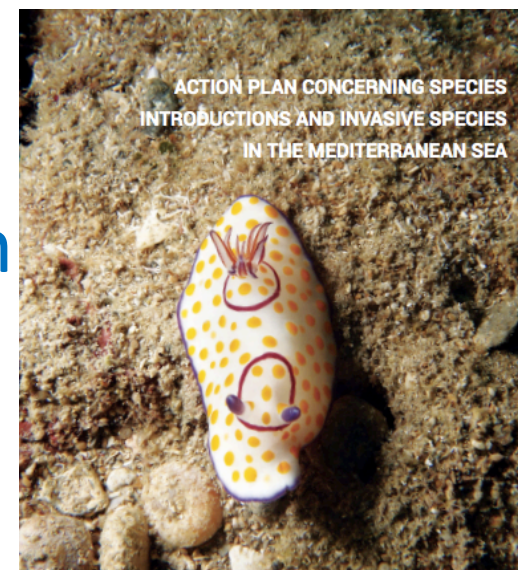
Target: Abundance of NIS introduced by human activities reduced to levels giving no detectable impact.



# Updating of the BWM Strategy

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- MAP programme of work approved at COP 21 (2019) included provision for updating of the Strategy to achieve GES
- Will take cognisance of other key developments and address areas where there has been limited implementation.
- Updating process initiated in Aug 2020 by REMPEC in collaboration with SPA/RAC.



# Process for updating

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- ❖ The consultant will produce a first draft by the 16<sup>th</sup> October, 2020
- ❖ This will be circulated to the Contracting Parties for comment
- ❖ The comments will be collated by REMPEC and then incorporated by the consultant into a second draft due on the 11<sup>th</sup> December, 2020.





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**Thank you !**