

Compliance Monitoring & Enforcement for Ballast Water Management

15-16 March 2011, Split, Croatia

QUESTIONS FOR GROUP DISCUSSION

You will be divided into groups. Each group should nominate a rapporteur.

Review, consider and discuss the questions below. Please use all the information presented and views shared by participants so far during this workshop. Please read all the questions before beginning to answer the first one.

Please ensure all group members participate in the discussion. Make sure that you record your answers to present back to the workshop.

Please answer each question thoroughly, but ensure you have time to address all questions equally.

- 1) Is Compliance Monitoring and Enforcement (CME) necessary for protecting the marine environment, coastal resources and public health from ballast-mediated biological invasions? Why / Why not?
- 2) As the 2004 BWMS Convention is expected to come into force in 2012 or early 2013 is it critical now for IMO and Parties to the Convention to prepare Compliance Monitoring and Enforcement (CME) measures now effective implementation and enforcement of the Convention in anticipation of the entry into force of the Convention in the next two years? Why / Why not?
- 3) What essential elements need to be in place in a Port and Flag State before a CME system can be designed, developed and implemented?
- 4) What are the relative merits of the 'carrot' and 'stick' approaches to CME? List some examples of both.
- 5) List the positives and negatives of the following CME tools for verifying BW exchange and BWMS. How might each be improved?
 - a) Paper based inspections / audits of ships' records and logs and type approval certificate.
 - b) Ballast water sampling.
 - c) Automatic sensors and electronic submission of data.
- 6) Are there any other CME tools for verifying BW exchange/BWMS other than those listed above?
- 7) What are some of the main issues to be considered in CME of ballast water treatment (i.e. verifying techniques and technologies other than BW exchange)?

- 8) How should Port and Flag State, shipowner, master, classification societies, charterers, unions, PSC MOUs, etc. cooperate for mutual benefit and for a common objective in relation to ballast water CME?
- 9) If a ship carries a type approved BWMS and it is in working order, is sampling necessary?
- 10) What do you feel are the main priority areas for further research and development (R&D) so as to improve BW CME?
- 11) List the developments at the recent IMO BLG and FSI on BW CME. Will MEPC be able to able to finalize BW PSC measures by the time the Convention enters into force?
- 12) Please feel free to list any other points your group would like to make, on any issue relating to BW CME.