



Initiatives on BWC implementation

Madrid, 10th December 2020

Agenda

1. Exercise: Sampling and analysis of treated BW in Algeciras
2. Audit of BW sediments collected at Spanish National ports
3. Other relevant information/updates on BW Convention implementation

Pilot exercise definition

Aim

Assess coordination between parties involved in PSC action to validate proper functioning of BWS including Captain and crew members, Harbor Master, Port Authority, and labs

Legal basis,

BWMC art 9.1(c) reads,

(...) a sampling of the ship's Ballast Water carried out in accordance with the guidelines to be developed by the Organization. However, the time required to analyze the samples shall not be used as a basis for unduly delaying the operation, movement, or departure of the ship.

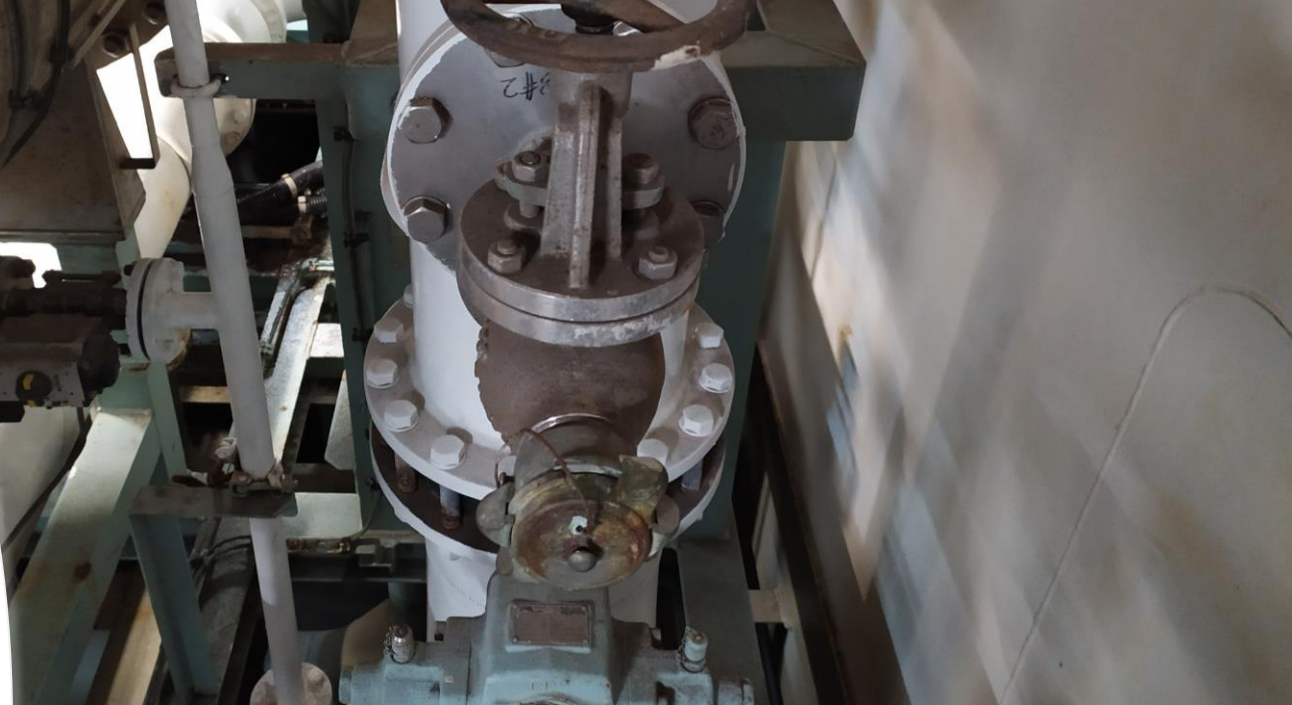
Duration

Duration of the exercise is set for three consecutive days



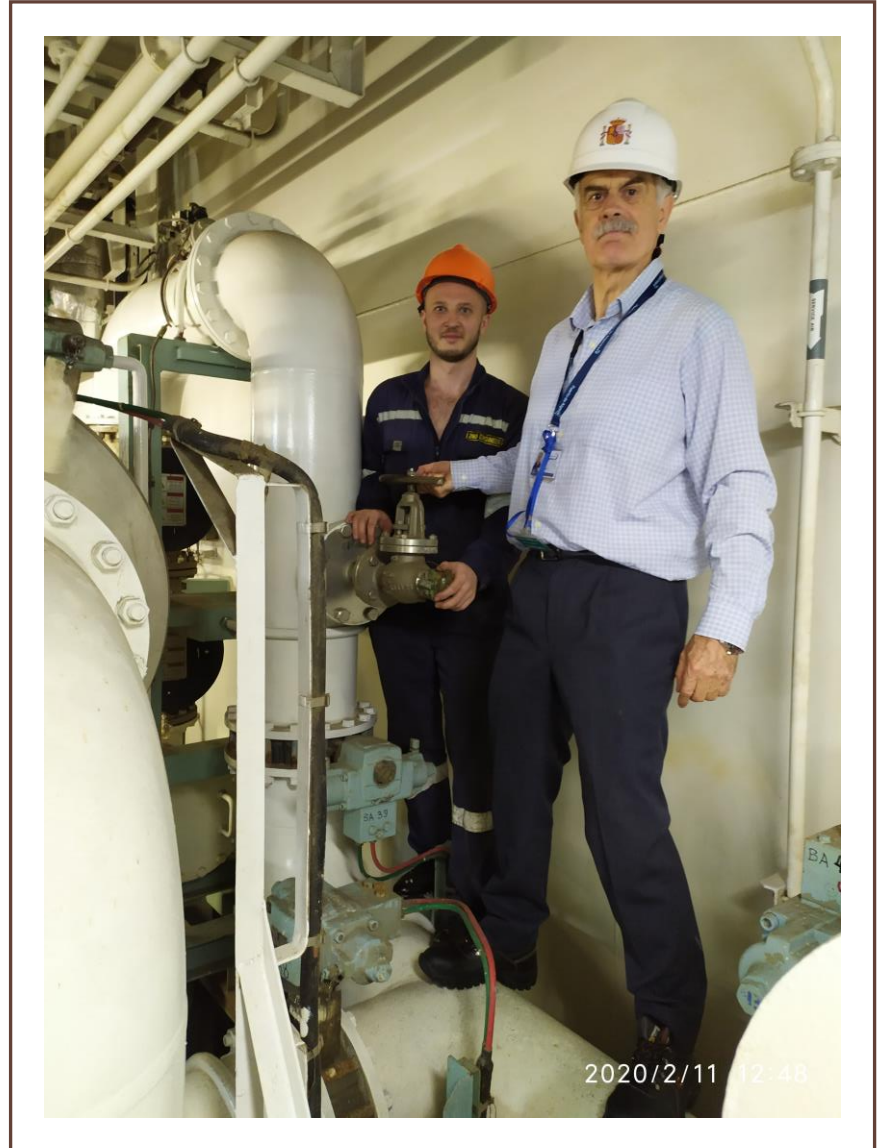
Main parameters of exercise

1. Exercise will follow EMSA protocol and IMO Guidelines; EPA manual will be taken into consideration also
2. Three container vessels are targeted for sampling, preferably from two different container terminals
3. Samples will be taken from the discharge line and based on an 'open loop' approach.
4. Two random in sequence samples will be taken from each ship ballast discharge
5. Each sample will be analyzed both indicatively and in detail
6. Indicative and detailed analyses will cover both >10 & 50 μm and < 50 μm formed colonies, and coli's, enterococci and vibrio cholera bacteria



Procedure, who does what

- Port Authority
- Port State Control Office with the technical assistance of Finnish Environment Institute
- Lab Indicative Analysis
- Lab Detailed Analysis
- Spanish National Ports Agency - OPPE



Tools/equipment

Vehicle/van (num of seats and characteristics to be defined)

Containers to collect sieved water, either 5 containers of 80 l or two wheeled container (amarillos, grises de tapa naranja y grises de tapa marrón) with characteristics similar to 360 l: 1.110 cm height, 660 width and 875 cm depth, and 21 kg weight.

Drum 5 liters capacity (only one as it is re-usable for both samples and each ship sampled)

Piping to direct water from the sampling point to the plankton net or sieve, fitted with couplings and Garden flow meter and tap

Plankton net 50-micron or sieve with a cod end to concentrate the sample (with replacement material of identical mesh size)

Funnel to ease filling of sample container

Bucket 10 liters capacity: 6 units (2 samples per ship)

Jars of 100 ml for smaller organisms: 24 jars (2 x 2 x 2 x 3 ships =24 jars)

Bottles 1 liter sterilized for microbial analysis with tape to seal the sample bottle lid to the bottle and labels: 6 bottles

Preliminary analysis kit with recipients and filters

All necessary forms including sample data reporting/chain of custody forms

First aid kit

Form to provide evidence of custody chain

Thiosulfate for preserving samples



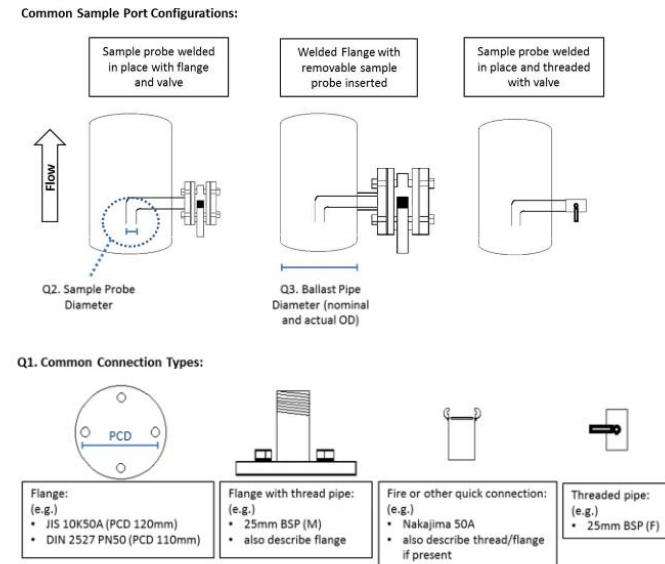
Plankton net 50-micron



Plankton collector ABT- CP3-50

Concluding arrangements

- Informative letter and survey on sampling port configuration of ship ready for distribution
- Team and tools available on spot
- Exercise was first planned for 23-25 March in 2020, and postponed to 23-25 September and to 23-25 November, (Note: Ministry of Transport limited on-board inspections on 19 March due to outbreak of COVID-19 according to specific regulation)



BW Convention, Article 5 Sediment Reception Facilities Audit of all shipyards, ship-repair facilities

Art 5.1 Each Party undertakes to ensure that, in ports and terminals designated by that Party where cleaning or repair of ballast tanks occurs, adequate facilities are provided for the reception of Sediments, taking into account the Guidelines developed by the Organization. Such reception facilities shall operate without causing undue delay to ships and shall provide for the safe disposal of such Sediments that does not impair or damage their environment, human health, property or resources or those of other States.

Spain is committed to provide such facilities in ship building and repair yards in all National ports, as established in Article 132 by Ports Law 27/92 and correspondent amendments.

Spanish National Ports Agency – OPPE decided to pay visit to all said port facilities to inspect and assess whether proper means and procedures are being implemented according to IMO GUIDELINES FOR SEDIMENT RECEPTION FACILITIES (G1).

Audits shall include identification of each facility and visit, description of services provided and volumes, identification of personnel assignments and training, description of means of collection, treatment and disposal or further delivery of sediments, procedures to guarantee 'cradle-to-grave' approach, analysis of unplanned events (i.e. near misses and accidents), local environmental regulations affecting operations, future plans for the facility, graphical information, etc.



Other issues on BW Convention

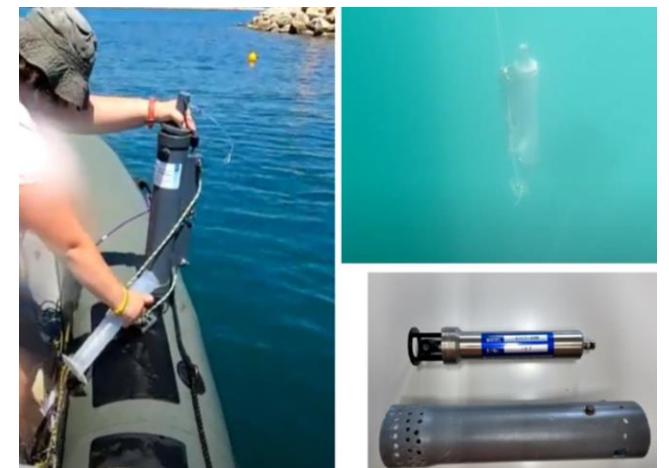
- Extension of OSPAR-HELCOM protocol to survey Mediterranean ports, while NIS monitoring in Baltic and North seas intensifies, in and out ports
- Designation of Öresund as a Same Risk Area (SRA) by Sweden and Denmark
- Harmonization of AWS
- Inclusion of biofouling in the agenda

Extension of OSPAR-HELCOM protocol to survey Mediterranean ports

Specially Protected Areas Regional Activity Centre (SPA/RAC)
UN Environment Programme/Mediterranean Action Plan

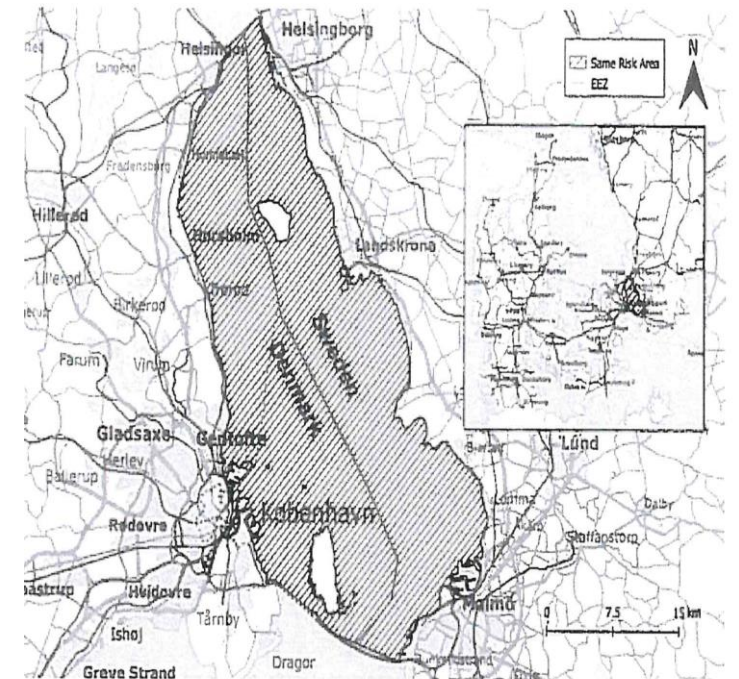


- Joint effort by ...
- Proved validity of protocol in the Mediterranean Sea
- Two campaigns, other two remain
- Various interesting suggestions/recommendations/proposals



Designation of Öresund as a Same Risk Area (SRA) by Sweden and Denmark

- Exemptions may be granted **either**,
 - to a ship or ships on a voyage or voyages between specified ports or locations; or
 - to a ship which operates exclusively between specified ports or locations
- **Swedish or Danish** authorities should be contacted
- An application for an exemption must **still** be submitted
- An exemption will be valid for a maximum of **5 years**
- **Certain field investigation** will be required during the exemption period.





Dear Pachamama,

These days you showed us all, that countries should be proud of not because they can rise a building in 10d but rather because their citizens can trust on alert systems to prevent your fury outbreaks

Julio DE LA CUEVA
Head of Innovation – Port Operations Directorate
PUERTOS DEL ESTADO-Ministry of Transport,
Mobility and Urban Matters
Government of Spain

Email	jcueva@puertos.es
Phone	34 915 245 537
Mobile	34 648 977 563

Thanks!

