

**PARTNERSHIPS/INITIATIVES TO STRENGTHEN THE  
IMPLEMENTATION OF AGENDA 21**

**Global Ballast Water Management Project**

**Submitted by the International Maritime Organization (IMO)**

**Name of the Partnership/Initiative:**

GloBallast *Advanced*, A programmatic framework for the sustainable continuity of the Global Ballast Water Management Project - Building regional partnership for the effective implementation of international arrangements for ballast water control and management in developing countries

**Expected date of initiation:** 1 March 2004

**Expected date of completion:** 28 February 2009

**Partners Involved:**

**Governments:** Brazil, China, India, Islamic Republic of Iran, South Africa, Ukraine and regional partners.

**Intergovernmental organizations:** IMO, UNDP, UNEP, WHO, FAO

**Major groups:** IUCN, FOEI, WWF.

**Other:** A number of new regions expressed interest in this initiative including: Mediterranean Sea, Red Sea and Gulf of Aden, Wider Caribbean and Central America.

**Leading Partner:** IMO.

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### **Main objectives of the Partnership/Initiative**

The ultimate goal of this Initiative is to assist developing countries to reduce the transfer of harmful aquatic organisms and pathogens in ships' ballast water and to establish regional, integrated strategies to address the threat posed by invasive marine species.

This initiative is a logical extension of the initial project 'Global Ballast Water Management' (GloBallast) executed by IMO since March 2000 and will have a greater regional focus and more emphasis on integrated ocean and coastal zone management.

To date, the GloBallast Programme has precipitated an unprecedented momentum of concerted international action. There is an overwhelming demand from developing countries for continuing programmatic support for regional replication and technical assistance activities. A number of countries and regions have expressed a strong interest in joining the GloBallast Programme, including the Mediterranean, the Caspian and the Pacific Islands regions and several countries from Eastern Europe, Africa and South America. This interest is increasing almost daily.

The development objectives of the Initiative can be summarized as follows:

- To build regional partnership towards effective implementation of global regulations on ballast water management and control;
- To develop and implement national and regional, integrated invasive marine species strategies and action plans; and
- To integrate regional ballast water and invasive marine species programmes with other marine and coastal environmental management arrangements.

This Initiative provides a framework to accomplish the above objectives ensuring that maximum benefits accrue from the foundation work achieved since March 2000.

Paragraph 17.30(a)(vi) of Chapter 17 of Agenda 21 requested IMO to develop legally binding provisions regarding ballast water management to prevent the introduction of harmful aquatic organisms through ships' ballast water. This initiative is the last in a series of endeavours to address the more general problem of marine invasive species in a more holistic and integrated manner. The introduction of harmful aquatic organisms and pathogens to new environments, including via ships' ballast water, has been described as one of the four greatest threats to the world's oceans. The world's biological diversity is under threat from inappropriate introduction of foreign plants and animals and Agenda 21 in its paragraph 15.3 of Chapter 15 calls for urgent and decisive action.

Due to its strong awareness raising and training component, this Initiative is also closely related to the objectives stated in Chapter 36. It covers all the three generic areas described in the preamble of Chapter 36:

- a) Re-orienting education towards sustainable development;
- b) Increasing public awareness; and
- c) Promoting training.

Through its port base-line surveys and risk assessment components the present Initiative is directly related to Chapters 34 and 37 of Agenda 21 as the international co-operation and capacity building is carefully addressed.

Finally, all the activities involved in this Initiative are subsumed in the general principle of “respect for nature” and to the provisions of Section IV, paragraph 23, of the United Nations Millennium Declaration.

**Expected results:**

- A sufficient number of developing countries ratify the International Convention for the Control and Management of Ships’ Ballast Water and Sediments currently in an advanced stage of development in IMO to ensure a timely entry-into-force;
- A sound foundation is created for an ongoing, sustainable technical co-operation programme to assist other developing countries to implement the new Convention;
- A global co-ordination and information clearinghouse mechanism is established at IMO;
- Regional mechanisms for addressing the transfer of harmful aquatic organisms and pathogens in ships’ ballast water are established;
- Regional multi-sectoral strategies to address the problem of marine invasive species in the context of integrated marine and coastal management are developed.

**Specific targets of the Partnership/Initiative and timeframe for their achievement:**

The following specific targets are considered under this Initiative:

- To establish and support a Lead Agency, Country Focal Point and multi-sectoral Country Project Task Force in each participating country;
- To support the existing Regional Project Task Force and to establish similar mechanisms in the new regions joining this Initiative;
- To develop and implement communication, education and awareness raising programmes about ballast water as a vector for transfer of the invasive marine species;
- To undertake port base-line surveys and initial risk assessments to provide a clear understanding of the level and types of risks of introductions that each region faces, as well as the most sensitive resources and values that may be threatened, and the management response required;
- To develop and deliver specific training packages using Train-X methodology to implement the new Convention and to protect most sensitive values at risk;
- To develop and implement regional/national Compliance Monitoring and Enforcement systems to ensure maximum practicable compliance with the new convention;
- To identify and secure opportunities for self-financing of this Initiative during its lifetime and for the sustainable continuation of these activities after the year 2009.

The International Convention for the Control and Management of Ships’ Ballast Water and Sediments is expected to be adopted in 2003. However, it will take some time before the entry-into-force provisions are met. This Initiative/Partnership is therefore critical to ensure the rapid and effective implementation of the new Convention in developing countries and a five year timeframe is required commencing in March 2004.

### **Coordination and implementation mechanism**

The co-ordination mechanism comprises the following institutional arrangements:

- A Programme Co-ordination Unit at IMO Headquarters;
- A Global Task Force, comprising all stakeholders, meeting annually or as needed to review the general workplan and progress and to provide advice and guidance;
- A Regional Co-ordinator in each developing region hosted by existing regional marine environmental programmes (e.g. existing GEF projects or UNEP Regional Seas offices) or by host countries or organizations willing to provide such support;
- A Regional Task Force, comprising all stakeholders, to oversee the development and the implementation of the regional strategies and action plans.

To ensure effective implementation, IMO seeks to liaise, co-ordinate and co-operate closely with countries from the respective regions and with international organizations working on the issue of marine invasive species. The United Nations Environment Programme (UNEP), the International Union for Conservation of Nature and Natural Resources (IUCN), the International Council for the Exploration of the Sea (ICES), the Intergovernmental Oceanographic Commission (IOC), the Food and Agriculture Organization (FAO) and the World Health Organization (WHO) are only some of the potential partners envisaged by IMO.

### **Arrangements for funding**

An early estimation of the budget required for this Initiative is in the range of US\$10 million (this figure is indicative only and needs to be developed in detail).

IMO is prepared to continue to provide technical expertise and guidance and to consider direct financial support through its Integrated Technical Co-operation Fund. Nevertheless, it is envisaged that this Initiative will constitute a co-operative endeavour of IMO with GEF, UNDP, UNEP, IOC, WHO and FAO, international shipping industry, various regional organizations and IMO Member States. Some of these potential partners, including a number of developing countries, have indicated their interest and willingness to participate. Additional sources of financial support that should be explored in the future include:

- Regional Development Banks;
- Regional Organizations such as EU, APEC, ASEAN etc.;
- Official Development Assistance (ODA) from traditional donor countries;
- Environmental NGOs;
- Other UN agencies;
- Marine environment oriented foundations.

### **Arrangements for capacity building and technology transfer**

This Partnership is highly focused on providing institutional strengthening, capacity building and technical assistance to each of the developing regions identified above. The clearinghouse mechanism established in IMO will be the 'backbone' for informational support and the training package developed using the Train-X methodology will provide the necessary tool for the much-needed transfer of knowledge and expertise.

Brief description of expected arrangements for technology transfer (if applicable): N/A

**Links of Partnership/Initiative with on-going sustainable development activities at the international and/or regional level (if any)**

Being global in nature this Initiative falls under at least five of the proposed sectors, as described in the list developed by the Preparatory Committee for WSSD. This initiative is linked to both global activities, as developed by the CBD Secretariat, Global Invasive Species Programme (GISP) or IUCN and regional programmes as Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) or Black Sea Environmental Programme to name but a few.

IMO seeks to address invasive species carried by shipping vectors only, however, this Initiative is intended to ensure a more holistic and integrated approach. A strategic alliance between IMO and those other organizations with an interest in this issue will provide an extremely powerful, global mechanism to address marine invasive species in a meaningful way.

**Monitoring Arrangements**

In addition to the usual Annual Project Reviews (APR) and multi-partite reviews (MPR) this Initiative is expected to conduct annual Project Implementation Reviews (PIR) to determine the status of implementation, assess its performance and to derive lessons to improve design and implementation in the future.

Quarterly Status Reports (QSR) will be compiled based on the monthly reports produced by the Regional Co-ordinators and distributed to all involved. The QSR will be published in Ballast Water News together with other information related to the implementation of this Partnership every three months. Periodic updates of the dedicated web site will be carried out as necessary.

Towards the end of year three, a final independent evaluation of this Initiative will be carried out by project evaluation specialists selected by IMO in close consultation with the other partners in this Initiative.

**Other relevant information:**

For additional information about ballast water management and control please consult the quarterly GloBallast newsletter “Ballast Water News” and the GloBallast web site at <http://globallast.imo.org>.

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