



The GEF-UNDP-IMO GloBallast Programme: Addressing marine biosafety through global partnerships



20 years ago, Agenda 21 called on IMO to take action to address the transfer of harmful organisms by ships' ballast water, which had been identified as one of the major threats to the biodiversity and health of the world's oceans.

IMO responded with resolute and innovative action, leading to the adoption of a global treaty in 2004, the Ballast Water Management Convention.

But in order to assist developing countries, which often are the most vulnerable to the impacts of bioinvasions, to implement the new Convention and its guidelines, IMO joined hands with the Global Environment

Facility and the United Nations Development Programme in 2000 to establish the Global Ballast Water Management Programme – or GloBallast for short. Now in its second phase, the GloBallast Programme is providing essential support to countries and regions around the world to take steps to reduce the risk of ballast water mediated bioinvasions.

The GloBallast Programme is an outstanding example of direct, large-scale action taken by IMO together with other international entities, to address a global threat to the health of the world's oceans, by further improving the environmental and socio-economic sustainability of shipping and reducing its negative impact on the marine ecosystems.



*Empowered lives.
Resilient nations.*



Before Rio 1992 – An unregulated major issue

The introduction of new organisms and pathogens can pose a severe threat to human health, the environment, as well as the economy. Shipping, mainly through the transfer of ballast water and sediments between ports around the world, was one of the main vectors for the introduction of invasive alien species to new environments, which has since been identified as one of the four greatest threats to the world's oceans. During the 1990s, countries that had experienced major invasive species problems linked to discharge of ballast water, began to take steps to minimise their risks, through initiatives such as reporting mechanisms and discharge restrictions. However, they encountered a major problem: the issue was not on the global environmental agenda. Most stakeholders, including governments, port authorities, shipping companies, fisheries and the public, were unaware of the potentially severe consequences of the transfer of unwanted marine organisms through ballast water.

As the potential scale and nature of the problem became clear, the proper control and management of ships' ballast water emerged as a priority issue on the environmental agenda for IMO and the global industry.

The international call for action

As the awareness of the problem at hand grew, two major international fora provided political recognition and support to the ballast water related-issues at the global level.

In 1992, the **United Nations Conference on Environment and Development (UNCED)** at Rio de Janeiro, Brazil, requested IMO to consider the adoption of appropriate, legally binding rules as a means to prevent the spread of non-indigenous organisms. Specific requirements in this respect were included in paragraph 17.30(a) (vi) of **Chapter 17 of Agenda 21**, which deals with the main areas of responsibility for IMO.

"17.30. States, acting individually, bilaterally, regionally or multilaterally and within the framework of IMO and other relevant international organizations, whether sub-regional, regional or global, as appropriate, should assess the need for additional measures to address degradation of the marine environment:

(a) From shipping by:

(vi) Considering the adoption of appropriate rules on ballast water discharge to prevent the spread of non-indigenous organisms"

Extract from the section on:

Prevention, reduction and control of degradation of the marine environment from sea-based activities

In 2002, the **World Summit on Sustainable Development (WSSD)** re-affirmed its commitment to Agenda 21 and made a call to accelerate the development of measures to address invasive species in ballast water urging the International Maritime Organization to finalize its draft International Convention on the Control and Management of Ships' Ballast Water and Sediments.

Building a global regulatory framework

In 2004, the BWM Convention and its Guidelines were adopted by IMO's Member States, with the aim to **prevent, minimize and ultimately eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments**. The Convention, which builds on a series of voluntary guidelines developed and adopted over the last decade, introduced mandatory management options for ships' in international traffic. As a first step, ocean-going vessels are requested to exchange their ballast water mid-ocean, to avoid transferring species from one region to another. In the long-term, most vessels will be required to install on-board treatment systems to disinfect the water prior to discharging it into a new location.

GloBallast at Rio +20: Recognizing the impacts of the GEF-UNDP-IMO partnership

As global guidelines and rules were developed at IMO, it became clear that for the solutions to be successful, a timely and truly global harmonization of the efforts would be needed. However, the capacity to address this issue was insufficient in most parts of the world.

Therefore, in 2000, the IMO, the Global Environmental Facility (GEF), and the United Nations Development Program (UNDP) initiated a two-phased *Global Ballast Water Management Programme for the Removal of Barriers to the Effective Implementation of Ballast Water Control and Management Measures in Developing Countries* – the GloBallast Programme.

The GloBallast Pilot Phase: (2000-2004) Building the foundations

The first phase of the programme focussed on six demonstration sites, intended to represent the six developing regions of the world: Brazil, China, India, I.R Iran, Ukraine and South Africa. Activities included communication, education and awareness-raising, risk assessment and port surveys for each of the demonstration ports, review of existing ballast water management legislation, and the building of capacity on compliance enforcement and monitoring.

Global Alliances for Marine Biosafety: The Full Scale Project (2007-2014)

After a bridging phase, the second phase of the Programme (GloBallast Partnerships) was initiated in late 2007 to build on the progress made in the Pilot Phase project. It focuses on national policy, legal and institutional reforms in targeted developing countries with an emphasis on integrated management. The project also promotes collaboration with industry through public-private partnerships. GloBallast Partnerships is being implemented in 5 high priority sub-regions, through 15 Lead Partnering Countries and more than 70 Partner Countries.

Making a difference through step-wise impacts

The two phases of the GloBallast programme have built a global network of centres of excellence, where awareness and technical capacity have been supported in anticipation of the entry into force of the global regulations.

Acceleration of the Ballast Water Management Convention process

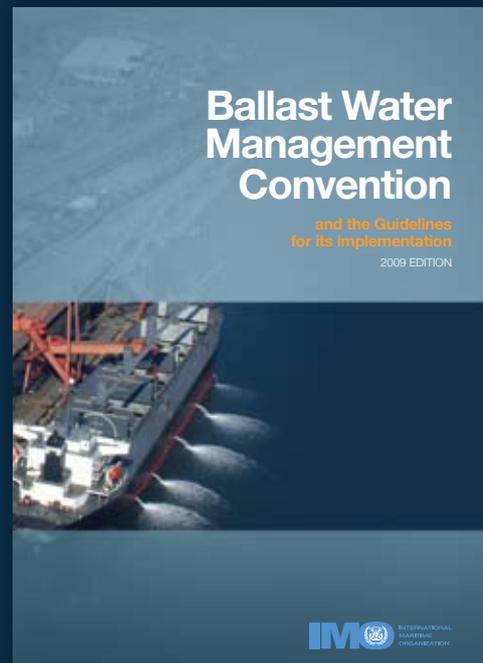
- GloBallast countries led the Convention discussions at IMO and now lead the implementation of process in developing countries.
- Awareness raising: An extensive series of global tools – training packages for all levels, awareness materials and guidelines – developed to support the legal, policy and institutional reforms;
- Capacity building: more than 4000 people have been trained on all aspects of the issue, including general awareness, the protocols for port biological baseline surveys, the drafting of legislation and regulations, and compliance monitoring and enforcement of the Convention.

Regional and National legal policy and institutional reforms

- GloBallast countries have already drafted a national policy and national legislation and many of these countries are close to ratification and implementation of the Convention.
- Innovative demonstrations in developing countries, and the dissemination of best practices on a global scale, including in non-GBP regions around the world.
- Laying the foundation for regional harmonization, with Regional Tasks Forces (RTFs) formed in 14 developing sub-regions, with Regional Strategies and Action Plans on ballast water control and management being developed, involving more than 100 countries.

Catalysing environmental financing by public and private sector

- An impressive 1:3.6 cash co-financing ratio, clearly showing the ownership of the project by the countries and the partners involved. With non-cash financing included, the USD 14 million intervention through GEF funding will have raised more than 50 million in co-financing.
- Played a catalytic role in a major market transformation in the area of ballast water treatment technologies, a market that is projected to be worth over US\$35 billion in the next 10 to 15 years' time.



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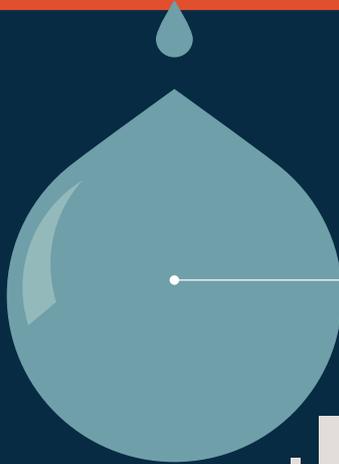
DID YOU KNOW THAT...?



Shipping accounts for around 90% of world trade

approx. **57,000**

large ballast water carrying ships may need to comply with the Convention

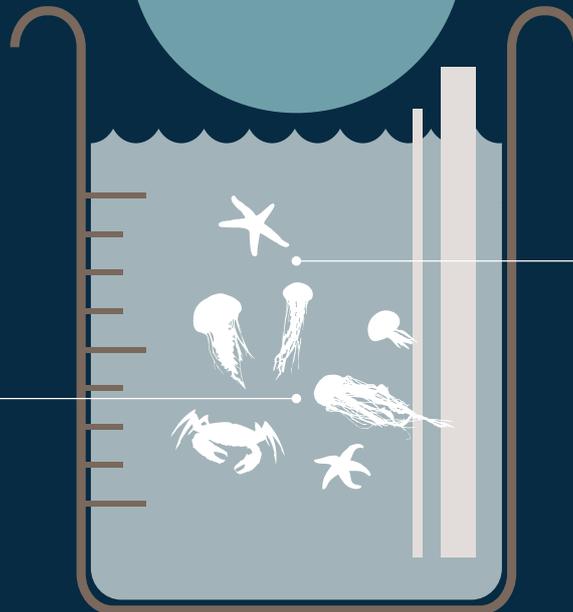


3-5 BILLION TONNES

of ballast water is transferred by ships globally each year

approx. **7,000**

species being carried by ships at any given time



NEGATIVE IMPACTS

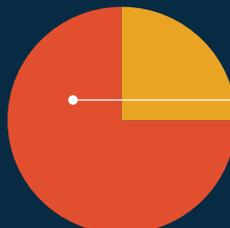
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75%

of the countries that have so far ratified the Convention have been involved in the GloBallast programme and its activities in one way or another, underscoring the catalytic role of the GEF-UNDP-IMO intervention

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