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| Document title | Project application on ballast water for the EU LIFE call 2014 |
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| Submission date | 17.10.2014 |
| Submitted by | Secretariat |
| Reference | Outcome of HELCOM/OSPAR TG BALLAST 4-2014 (paragraphs 6.9, 6.10) |

Background

The Fourth Meeting of the Joint HELCOM/OSPAR Task Group on Ballast Water Management Convention Exemptions held on 12-13 May 2014 in Copenhagen, Denmark ([HELCOM/OSPAR TG BALLAST 4-2014](#)) considered the proposal to create a joint project to conduct the necessary initial port surveys according to the HELCOM/OSPAR joint harmonized procedure, and welcomed that, pending sufficient interest from the Contracting Parties, a proposal drafting process for the EU LIFE call 2014 could be initiated by the HELCOM Secretariat.

After initial email exchanges led by the HELCOM Secretariat the coordination of the project application was taken over by Puertos del Estado (Spain). The HELCOM Heads of Delegations was consulted and it agreed to HELCOM participation as a partner in the project application.

During summer-autumn 2014 the final proposal was prepared Life call under the LIFE Nature and Biodiversity priority action entitled "Tackling invasive alien species introduced by maritime navigation through discharge of ballast waters" under the lead by Puertos del Estado and supported by the HELCOM Secretariat. The application was submitted on 15 October 2014.

This document contains a summary of the project proposal.

Action required

The Meeting is invited to take note of the information.

Tackling invasive alien species introduced by maritime navigation through discharge of ballast waters

Expected start date: 01/10/2015

Expected end date: 30/09/2018

List of beneficiaries

Coordinating beneficiary: Puertos del Estado (Spain)

Associated beneficiaries (18):

- Denmark: The Danish Nature Agency (PA.Danish)
- Estonia: University of Tartu - Estonian Marine Institute (U. Tartu);
- Finland: Finnish Environment Institute (SYKE)
- France: Grand Port Maritime du Havre (PA. LeHavre)
- Germany: Federal Maritime and Hydrographic Agency (BSH);
- Lithuania: Public Institution Klaipėda University (U. Klaipėda);
- Netherlands: Damen Shipyards Gorinchem (co DAMEN); and Port of Rotterdam Authority (P.A. Rott);
- Poland: Port of Gdansk Authority S.A.(PA.Gdansk) and University of Gdańsk (U Gdańsk);
- Spain: Autoridad Portuaria de Las Palmas (PA Las Palmas); Autoridad Portuaria de Vigo (PA Vigo); and co ECOIMSA; and Fundación Valenciaport (FVP);
- Sweden: Swedish Transport Agency (STA) and Chalmers University of Technology (U Chalmers);
- Intergovernmental: Helsinki Commission (HELCOM)
- Intergovernmental: OSPAR Commission;

Project budget and requested EU funding

- Total project budget: 1,671,041€
- Total eligible project budget: 1,671,041€
- EU financial contribution requested: 782,721€ (= 46.84% of total eligible budget)

Project summary

The consortium of the project will work together for the benefit of the BWM Convention implementation once it enters into force. Hopefully the HELCOM/OSPAR Joint Harmonized Procedure on exemptions under Regulation A-4 of the BWM Convention will be tested again in ports of Arrecife (Spain), Puerto del Rosario (Spain), Arinaga (Spain), Vigo (Spain), Vilagarcía (Spain), Marín-Pontevedra (Spain), Esbjerg (Denmark), Frederikshavn (Denmark), Grenå (Denmark), Helsingør (Denmark), Rødby (Denmark), Rønne (Denmark), Gdańsk (Poland), Szczecin (Poland), Swinoujście (Poland), Paris (France), Rouen (France), Le Havre (France) and some basins/ports within the Rotterdam port area. These ports could become a seed for a future coordinated EU ports able to properly assess the risk of introduction of non-indigenous species and grant exemptions to the BWM Conventions as envisaged by the HELCOM-OSPAR ad-hoc Group (HELCOM-OSPAR TG BALLAST) leading this activity Worldwide.

Furthermore, there might be the opportunity to reflect on sampling and analysis of BW in ship tanks and in deep questioning how BW management is actually been carried out. The final aim is to provide PSC officers with guidance for future inspections and ship operators, captains and crew members with some helpful suggestions in the form of check-list. The team includes two leading port facility operators collecting BW both by barge and by shore means to the quays being TRADEBE (Spain) and DAMEN SHIPYARDS GORINCHEM (Netherlands) who could assist in drafting realistic contingency plans in case of BW do not meet the standards required and eventually make some physical test of their equipment.

Finally the group includes four prestigious universities, two agencies and one foundation which can provide scientific knowledge on environment issues and coherence and robustness to our work on shipping and maritime aspects.