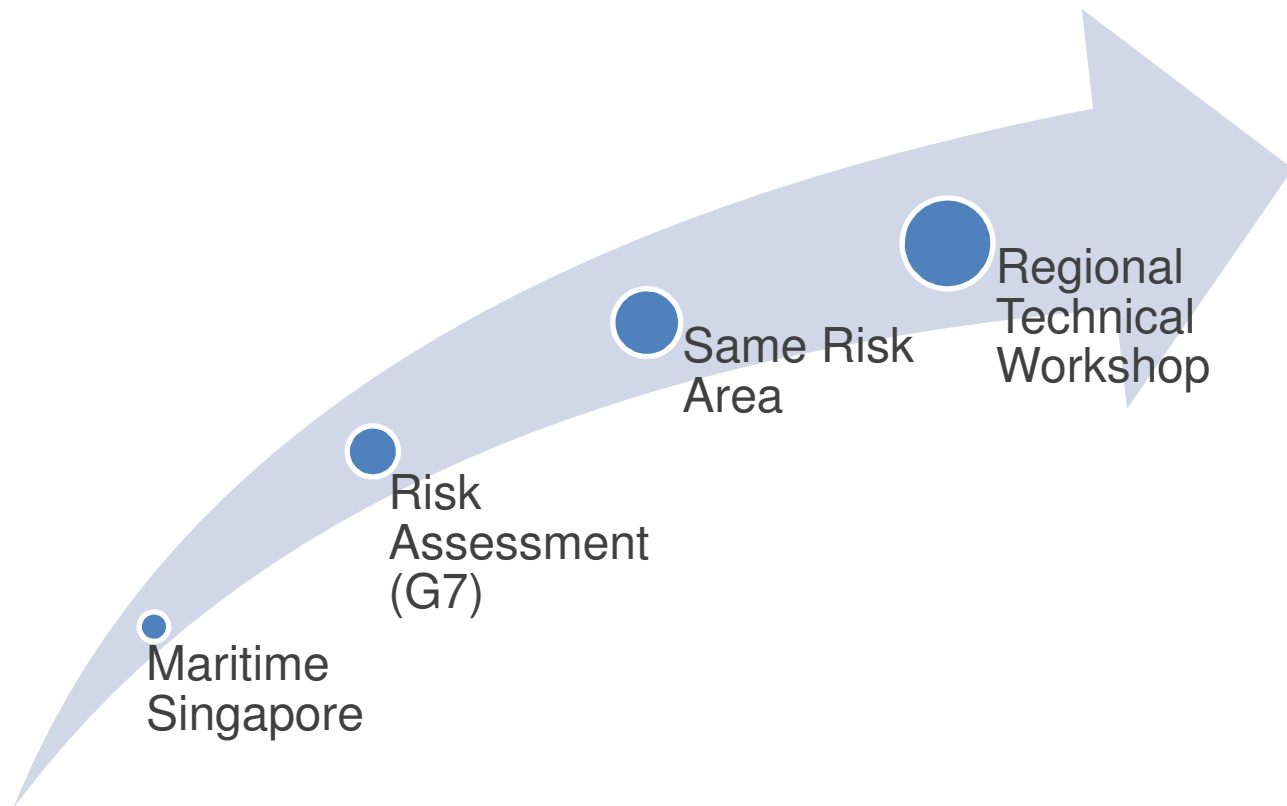# Ballast Water Management Convention – "Same Risk Area" Concept for Short Sea Shipping

Maritime and Port Authority Of Singapore

06th October 2015

# Scope of Presentation



Maritime Singapore → Risk Assessment (G7) → Same Risk Area → Regional Technical Workshop

MPA
SINGAPORE

# Maritime Singapore

❖ Premium global hub port

❖ Rich marine biodiversity - more than 250 species of hard corals from 55 genera and more than 100 species of reef fishes

❖ Committed to ensure sustainable developments responsibly

❖ Early and continuing supporter of Ballast Water Management Convention

❖ Maintain our green and pragmatic credentials fostering on international and regional cooperation amongst all stakeholders



CONSERVING OUR
CORALS
CORAL RESETTLEMENT

# Risk Assessment (G7)

❖ Reg A4.1.4 provides for exemption based on the Risk Assessment G7 Guidelines

❖ G7 describes three complimentary approaches to Risk Assessment (RA):

✓ Environmental Matching Risk Assessment – compares salinity and temperature between ports

✓ Species Bio-Geographical Risk Assessment – assesses distribution of species between ports

✓ Species Specific Risk Assessment – assesses potential transfer and survival of target species between ports
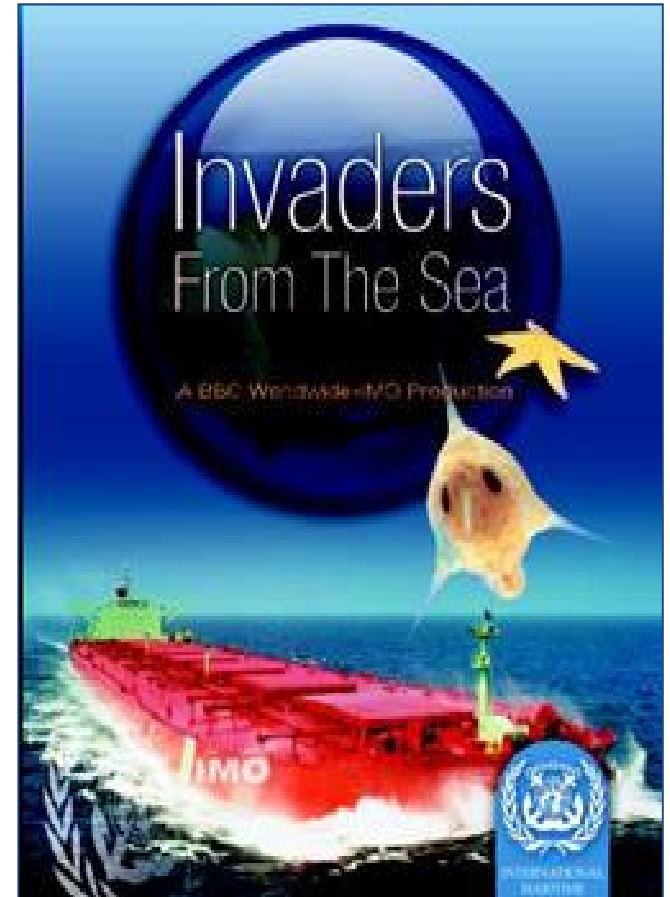
# Risk Assessment (G7)

## APPLICATION OF G7 FOR SHORT SEA SHIPPING

❖ Each ship has to apply for port to port exemption (recipient and donor port)

❖ RA factors to consider when a ship calls 2 or more ports under different Administrations :

- ✓ Requirements and methods for RA may differ among Administrations
- ✓ Have to be agreed by all the Administrations involved
- ✓ Administrative burden on Administrations will be extensive
- ✓ Applies to ships crossing national borders irrespective of distance travelled
- ✓ Uncertainty for ship-owners on outcome of RA application
- ✓ Cost and time

# Same Risk Area

| | |
|---|---|
| **MEPC 67** | • **Denmark and Interferry highlighted issues with current G7 risk assessment methodology and the high cost involved**<br>• **Requested Committee for an alternate exemption approach**<br>• **Committee instructed PPR (sub-committee ) to discuss this matter (Singapore supported proposal)** |
| **PPR 2** | • **Croatia, Denmark, Singapore, ICS and Interferry submitted a paper further explaining the concerns and proposed exemption be granted based on a new term "same risk area"**<br>• **PPR 2 reported to MEPC 68 that the proposed approach could be considered** |
| **MEPC 68** | • **Agreed with assessment of PPR 2**<br>• **Instructed the Review Group at MEPC 69 to develop guidance for exemption based on "same risk area" focusing on short sea voyage** |

# Information on the Workshop

❖ Organized by Singapore, from 27 – 28 August 2015

❖ Held at the Maritime and Port Authority of Singapore (MPA)

❖ Participants:



- ✓ Singapore
- ✓ Malaysia (*party to the Convention*)
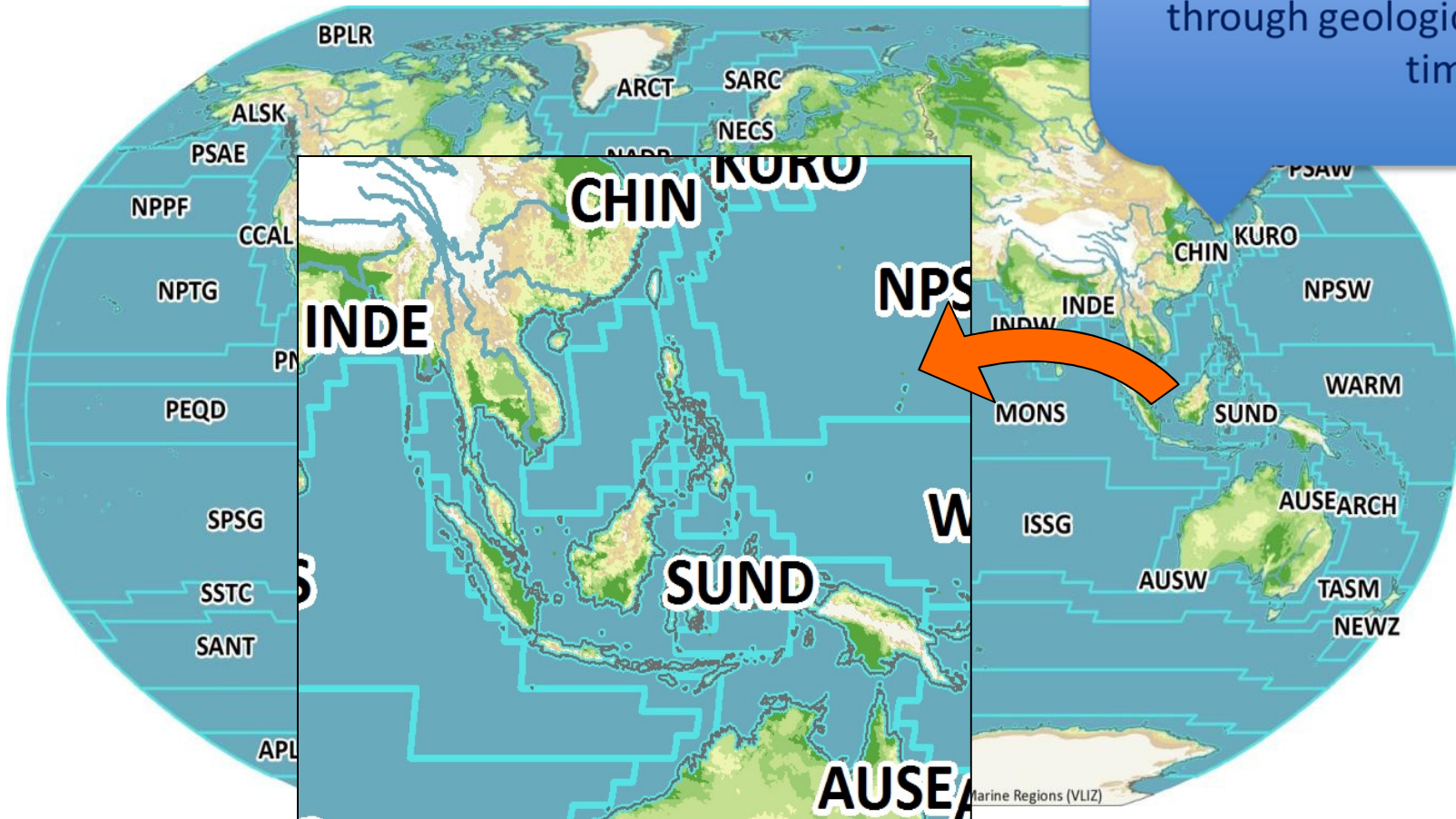- ✓ Thailand
- ✓ Vietnam
- ✓ NParks
- ✓ TMSI, NUS
- ✓ DHI

❖ Indonesia was invited but regrettably could not attend due to prior commitments
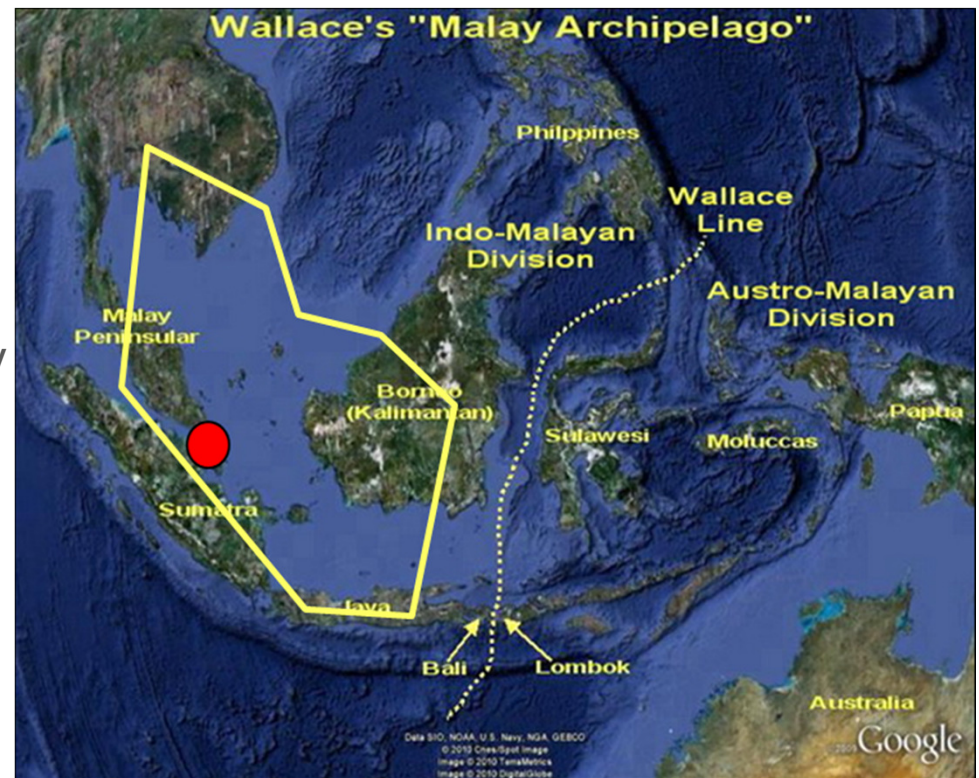
# Information on the Workshop

## Biogeographic Regions of the World



Biogeography is the study of the distribution of species and ecosystems in geographic space and through geological time.

# Information on the Workshop

❖ Participants supportive of use of "same risk area" concept as alternative to the G7 guidelines

❖ Participants noted that that no RA, whether the current G7 guidelines nor the "Same Risk Area" concept is about zero risk but calls for manageable risk

❖ Scientific experts present were of the opinion that "same risk area" concept was scientifically feasible

❖ Participants agreed to work closely with a view to developing a "Same Risk Area" regionally based on scientific study and research

**Just for illustration purpose**

# Information on the Workshop

## Concept of Exemptions under Same Risk Area for Regional Shipping

❖ Pragmatic approach to environmental sustainability based on science and research

❖ No scientific link between spread of invasive species and national borders

❖ Regional shipping only contributes to secondary transfers

❖ All Administrations within the "Same Risk Area" conduct their own base line studies

❖ Exemptions cover a same bio-geographical area – All vessels exclusively within the area need not apply for port to port exemption

❖ Vessel has flexibility of routes, ease of compliance

❖ Reduced burden, time and cost for stakeholders

# Thank You