



REGIONAL ACTIVITY CENTER/REGIONAL MARINE POLLUTION EMERGENCY, INFORMATION and TRAINING CENTER (RAC/REMPEITC-Caribe)

22 December 2009



Report of the First GloBallast Regional Task Force Meeting

Strategic Plan:

- Strategic Plan 08-09 / 4.3.g.3

Dates and Place:

- Panama City, Panama, 7-8 December 2009

Objectives:

- To create a Regional Task Force on Ballast Water Management in the Wider Caribbean Region (RTF-WCR)
- To prepare guidelines for a draft BWM Regional Strategy
- To share experience and lessons learned from the pilot and current phases of the GloBallast project.
- To harmonize BWM policies in the Wider Caribbean Region

Addressees:

- RAC/REMPEITC-Caribe's Steering Committee Members
- GloBallast Partnerships' Project Coordinating Unit
- GloBallast Focal Points and their representatives in the Wider Caribbean Region
- Other interested parties in BWM in the Wider Caribbean Region



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A. Background & Introduction

1. The Wider Caribbean Region (WCR), due to its strategic location, is an important hub for maritime transportation. The Panama Canal alone accommodates about 14,000 ships a year, and this number is expected to double in the next 10 to 15 years with the expansion of the Canal. The region also includes many developing countries that rely on the export of raw materials (e.g. oil) and use of their coastal resources (e.g. fishing, tourism): about one third of the world's oil traffic originates or passes through the region. Furthermore, ecologically, the region consists of highly sensitive marine ecosystems (e.g. mangroves, coral reefs and sea grass beds) along with an extremely rich biodiversity, of which a significant number of species are endemic.
2. For the transfer of non indigenous aquatic species, different pathways exist. Besides natural dispersion, intentional and unintentional introductions, as well as range expansion due, for example, to changes in environmental conditions (e.g. climate change), are the most frequent ones. Actually, human activities responsible for species introduction encompass commercial shipping, aquaculture, drilling platforms movement, aquariums, recreational boating, diving practices or even pollution through floating debris. Amongst other vectors, we can notably quote ballast water, hull fouling, accidental releases or uses of scuba gear.
3. Over the past two decades, ballast water has been recognized as one of the major vectors for the introduction of Invasive Aquatic Species (IAS), or as mentioned in the Ballast Water Management Convention, harmful aquatic organisms and pathogens (HAOP). Once settled, and unlike oil spills, these invaders are virtually impossible to remove. Nowadays, IAS are considered as one of the four greatest threats to the oceans by the International Maritime Organization (IMO), along with land-based sources of pollution, habitat loss and overfishing. Indeed, it is estimated that, at every moment, some 7-10,000 species are transported in ballast waters between different bio-geographic regions (see Carlton 1999). Furthermore, it has been widely documented in the past years that technological improvements and increasing worldwide shipping trade tend to enhance the rate of establishment of IAS. Given the high volume of oceanic traffic (cargo, cruise ships, etc) in the Caribbean, the region is consequently seen as particularly at high risk from marine bio-invasions.
4. In 2000, in prevision of the upcoming Ballast Water Management Convention, IMO joined forces with the Global Environment Facility (GEF) and the United Nations Development Programme (UNDP) to implement the Global Ballast Water Management Programme (GloBallast). The Development Objectives of this technical cooperation programme (2000-2004) were to assist developing countries to reduce the transfer of harmful aquatic organisms and pathogens in ships' ballast water, to implement the then existing IMO Guidelines¹, and to prepare for the implementation of a new Ballast Water Convention.
5. Six sites were chosen for the Pilot Programme in six Pilot Countries (Brazil, China, India, I.R. Iran, South Africa and Ukraine) representing the main developing regions of the world. Different activities were conducted until 2004.

¹ *Guidelines for the control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens, 1997*



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6. To continue the technical co-operation activities initiated during the GloBallast Pilot Phase, a second phase was considered since 2005. In June 2006, RAC/REMPEITC-Caribe declared its interest in becoming the regional co-ordinating organization (RCO) of this new project in the Wider Caribbean Region. The full size project for *GEF-UNDP-IMO GloBallast Partnership (Building Partnerships to Assist Developing Countries to Reduce the Transfer of Harmful Aquatic Organisms in Ships' Ballast Water*² finally got approval on August 2007.
7. GloBallast Partnerships project (GBP) builds on the first phase and focuses on the implementation of the *International Convention for the Control and Management of Ships' Ballast Water and Sediments* (BWM Convention, 2004). It assists developing countries in five high priority regions (Caribbean, Mediterranean, Red Sea and Gulf of Aden, South East Pacific and the West Coast of Africa) to enact legal, policy and institutional reforms to minimize the impacts of aquatic invasive species transferred by ships. This is a five-year project (Oct. 2007-2012) with a total budget of US\$23 millions, out of which US\$5.64 millions represents the GEF grant, the rest being mostly in-kind contributions from the participating countries, RCO and strategic partners, including the private sector. Indeed, the project planned to establish a GloBallast Industry Alliance (GIA) for Marine Biosafety with partners from major maritime companies. The alliance was established on March 2, 2009, with BP Shipping, Vela Marine International, Daewoo Ship Building, and APL. GIA's main objective is, through enhanced partnerships between the public sector and the maritime industry, to minimize, and ultimately eliminate, the transfer of harmful and invasive organisms via ships to maximize global environmental benefits. This issue must of course be addressed in a sustainable and cost-effective manner.
8. GBP assists 13 Lead Partnering Countries (LPC) from the 5 high priority sub-regions. In addition, all member countries in the five sub-regions who have officially expressed interest in participating in the Project are invited to participate in the regional capacity building activities. Specific regional capacity building activities for South Pacific region have also been planned in the Project. Also, linkages are being established with the six pilot countries of the pilot phase (Phase I) whose expertise and capacities will be drawn on for this global effort.
9. The objectives of GBP are a logical expansion of the phase I, with a greater focus on legal, policy and institutional reforms in targeted developing countries and more emphasis on integrated management. They were developed jointly by GEF, UNDP and IMO as following²:
 - assisting developing countries to reduce the transfer of harmful aquatic organisms and pathogens in ships' ballast water;
 - building capacity to address the ballast water issues;
 - undertaking legal, policy and institutional reform; and,
 - implementing the 2004 BWM Convention.
10. The project is based on the principle of "on the ground" implementation with the assistance of the pilot countries sharing their experiences. A number of activities particularly successful in the initial phase, such as the introductory training programme for ballast water management, has already been replicated in new regions. The project ensures a globally

² A full description is available online

http://www.gefweb.org/uploadedfiles/Global_ID%202261_GloBallast_Partnerships.pdf



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uniform approach and, to the extent possible, global coverage of the developing regions of the world.

11. GBP implementation is coordinated through a Project Coordinating Unit at IMO, RCO in the respective regions and the Project Lead Agencies who have nominated the National Project Focal Points (NFP) and National Project Coordinators (NPC) in the respective Lead Partnering and Partnering countries (LPC and PC). The Project implementation activities at various levels are undertaken by the project implementation team with the advise, guidance and support of a Global Project Task Force (GPTF), Regional Task Forces (RTF) and National Task Forces (NTF) established through extensive consultation with all the relevant stakeholders involved in this issue at global, regional and national level.
12. Since 2006, RAC/REMPEITC-Caribe has been involved in the organization of various workshops related to marine bio-invasions, and notably on Ballast Water Management (BWM). In 2008, the Centre notably organized a Regional BWM Introductory Course in Jamaica, and coordinated three national workshops to facilitate the creation of the NTF (Colombia, The Bahamas and Trinidad & Tobago). In August 2009, a Regional Training Course on Port Biological Baseline Surveys was realized for the South East Pacific + Argentina and Wider Caribbean Regions in Colombia.
13. The First GloBallast Regional Task Force Meeting was convened by RAC/REMPEITC-Caribe, within the framework of GloBallast Partnerships, in Panama City, Panama between 7 and 8 of December 2009. The Meeting was organized in collaboration with the Caribbean Regional Coordination Unit of United Nations Environmental Programme (UNEP CAR/RCU) and the Central American Commission of Maritime Transport (COCATRAM), and with the support of the Panama Maritime Authority (PMA).

B. Objectives

1. Purpose of the Meeting

14. The objectives of the Meeting were the following:
 - To create a Regional Task Force on BWM in the Wider Caribbean Region;
 - To prepare guidelines for a draft BWM Regional Strategy;
 - To share experiences and lessons learned from the pilot and current phases (and notably, from Lead Partner Countries) of the project;
 - To harmonize BWM policies in the Wider Caribbean Region;
 - To enable the meeting of the Ballast Water focal points in the region to increase cooperation on BWM and marine invasive alien species issues,
 - To increase awareness on BWM related issues, and,
 - To promote and encourage the ratification of the IMO's 2004 Ballast Water Management Convention
15. Accordingly to documents received by RAC/REMPEITC-Caribe, within its area of competence, IMO's Marine Environment Division defined the following objectives for the Latin America and Caribbean Region during the upcoming biennium 2010-2011:
 - Development capacities for MARPOL implementation and enforcement.



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- Promoting the ratification and implementation of the OPRC Convention and the OPRC-HNS Protocol and strengthening of national and regional capacities to respond to major marine pollution incidents and to enhance regional co-operation.
 - Promoting the ratification and effective implementation of the AFS Convention.
 - Strengthening national and regional capacity for an effective implementation of the BWM Convention.
 - Promoting the ratification, implementation and compliance with London Convention 1976/1992 Protocol.
16. RAC/REMPEITC-Caribe was established on the basis of the Article 9 of the Cartagena Convention's Protocol Concerning Co-operation in Combating Oil Spills in the Wider Caribbean Region (1983). The mission statement for the Centre, as adopted by the Steering Committee in June 2008, is:
- “To assist countries to develop their national capabilities to implement the Cartagena Convention Oil Spills Protocol, the OPRC 1990 Convention and other IMO Conventions and Protocols relevant to preparedness for and response to oil, hazardous and noxious substances releases, and other marine environmental threats from ships in the Wider Caribbean Region.”*
17. The RTF Meeting organized in Panama corresponded thus with the objectives defined by IMO and the Steering Committee.

2. Expected outcomes

18. For this activity, the expected outcomes were as following:
- Creation of the Regional Task Force
 - Information sharing on the practices and levels of progresses on the theme of Ballast Water Management in the Countries of the Wider Caribbean Region.
 - Drafting of a regional strategy and its action plan
 - Dissemination of information on international and regional conventions, and notably the BWM Convention.
 - Facilitation of regional and inter-regional cooperation.
 - Experience sharing through the presence of representatives from Lead Partnering Countries.

C. Meeting organization

1. Participants

19. RAC/REMPEITC-Caribe invited one delegate from each PC in the Wider Caribbean Region (Belize, Costa Rica, Cuba, Dominica, Dominican Republic, El Salvador, Grenada, Guatemala, Guyana, Haiti, Honduras, Nicaragua, St. Lucia, St. Vincent & the Grenadines, and Suriname).
20. Due to the organization of a Regional Training Course on Ballast Water Management Legislation to be realized back to back with this Meeting, invitations were sent to LPC and



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PC that ratified the Convention for two delegates to assist to both activities if deemed appropriate (Antigua & Barbuda, The Bahamas, Barbados, Jamaica, Mexico, St. Kitts & Nevis, Trinidad & Tobago and Venezuela).

21. Colombia, as LPC of the South East Pacific + Argentina Region, and at its request, was also invited to send two representatives to attend both activities.
22. Non-GEF eligible Countries were invited to attend at their own cost.
23. Invitations were sent to the Focal Points, who were informed that the targeted delegate should ideally be the Focal Point, the National Project Coordinator or at least someone well versed in issues related to BWM and invasive species.
24. The Bahamas, Cuba, Grenada and Mexico, for unforeseen reasons, could not send any representative.
25. Panama, as host country, counted 12 participants.
26. Invitations to participate were also extended to relevant regional associations or programmes, at their own cost. These associations/programmes included: Caribbean Shipping Association (CSA), Cruise Lines International Association, Caribbean Cruise Association, Intertanko, Panama Chamber of Shipping, Inter-American Committee on Port, Caribbean Large Marine Ecosystem (LMC), UNDP Latin America, CABI, Maritime Lawyers Association of Panama, The Nature Conservancy, World Wide Fund, the Smithsonian Institute and the Permanent Commission of South East Pacific (CPPS). CSA, and the Smithsonian Institute (through its Tropical Research Institute) were represented during the Meeting.
27. The total number of participants and the facilitators was 45. The list of participants is attached as **Annex I**.



1 – Participants to the First GloBallast Regional Task Force Meeting, Panama, December 2009



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2. Logistical arrangements

28. The course was organized by RAC/REMPEITC-Caribe under Activity 4.3.g.3 of the Strategic Plan 08-09. Funding was provided by IMO through the Project Implementation Document TC/0157 Activity 8, UNEP CAR/RCU and COCATRAM.
29. The Panama Maritime Authority (PMA) provided excellent support during the course. This support included providing a conference room and a small secretariat, refreshments at coffee breaks and hosting lunch breaks.
30. The Meeting was realized in the conference room Miraflores of the hotel Holiday Inn City of Knowledge (Avenida Omar Torrijos Herrera, Clayton, Panama).
31. Following the recommendations of PMA, sponsored international participants stayed in this hotel. Accommodations for the participants by the hotel were excellent
32. The Meeting was mainly conducted in English, with simultaneous translation in Spanish. To facilitate exchanges and interventions from Spanish-speaking participants, translation was also provided from Spanish to English. Superb translation services were provided by Allied Conference.
33. RAC/REMPEITC-Caribe's office manager, Ms. Carla Bikker, provided logistics for the Meeting.
34. The materials for the Meeting were the following:
 - a) Participant manual (in English) including the presentations
 - b) One CD with relevant material in English and Spanish.
 - c) Powerpoint presentations (in Spanish/English as presented during the Meeting).
 - d) Informational material on GloBallast Partnerships including the newly published Guidelines for National Ballast Water Status Assessment.

D. Activities realized

1. Opening of the meeting

35. The Meeting was opened by Roberto Linares, Administrator of PMA, who welcomed the participants and highlighted the importance of ship's ballast water management for Panama.
36. Dr. José Matheickal, Chief Technical Adviser, IMO-GloBallast, presented the Meeting with the issue of ships' ballast water and the actions undertaken by the IMO, focusing on the GloBallast Partnerships Project and the activities to be carried out in the Wider Caribbean Region.
37. Chris Corbin, UNEP CAR/RCU, then addressed the participants while focusing on the benefits of cooperation and regional integration. On behalf of the Secretariat of the Cartagena Convention, he wished success to all participants.
38. Thomas Smith, RAC/REMPEITC-Caribe's director finally welcome the participants and thanked PMA, IMO, UNEP CAR/RCU for their support in organizing the Meeting.

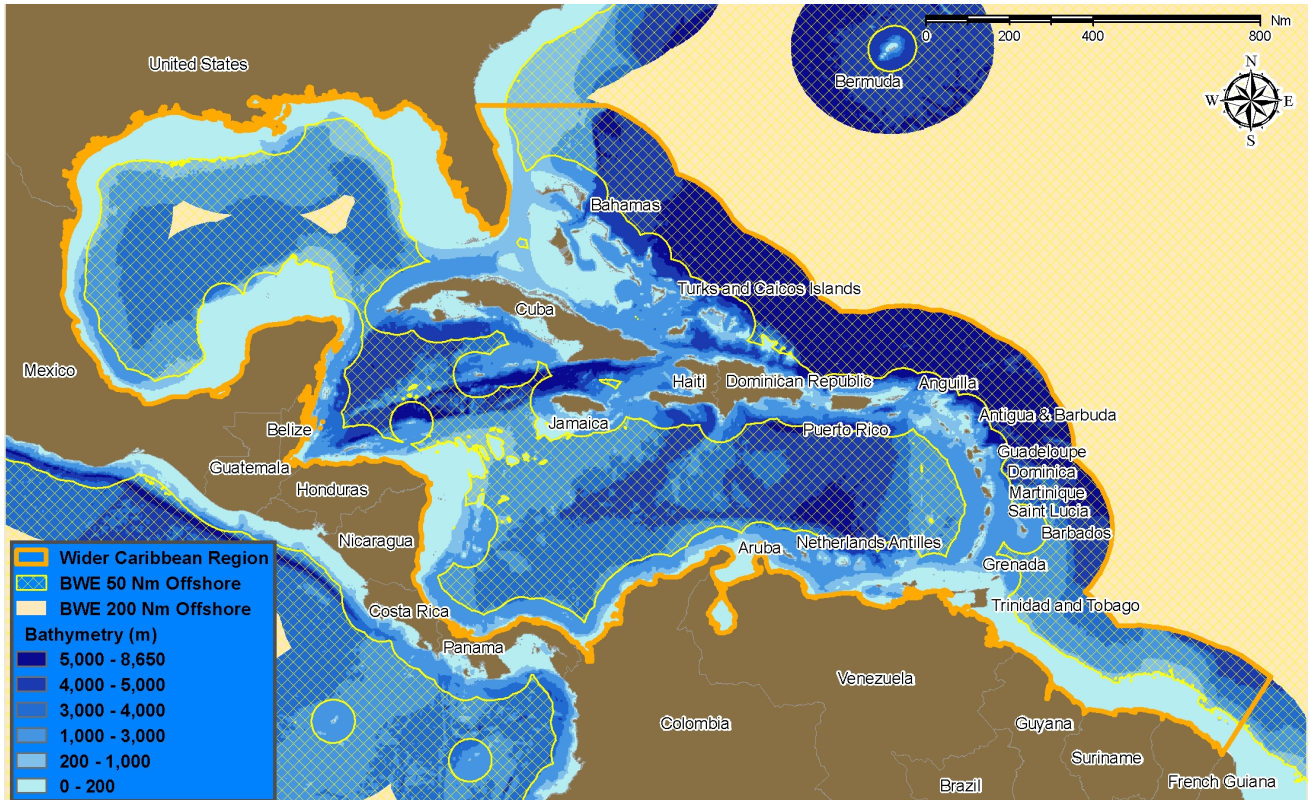


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39. Some logistical and organizational rules were then presented before proceeding to the election of the Chairman and the adoption of the Agenda.
40. On a proposal of RAC/REMPEITC-Caribe before the Meeting, it was unanimously agreed that Jamaica, in the person of Bertrand Smith, Director of Legal Affairs of the Maritime Authority of Jamaica and National Coordinator of the GloBallast project, would chair the Meeting, while RAC/REMPEITC-Caribe would act as the Secretariat.
41. The Chairman then proceeded to the adoption of the Provisional Agenda attached in **Annex II**.

2. Presentations

42. Jose Matheickal was then invited by the Chairperson to present a Briefing on the BWM Convention and the GloBallast Partnerships Project. He outlined the Convention and the consequences of ratification on the Flag, Port and Coastal States, but also the main progresses achieved in developing the Project and in implementing the Project's activities at the global level. He also briefly summarized the progresses made at the technological level and stressed the fact that BWM Convention should not be postponed any more due to the lack of enough technologies to treat ballast water.
43. Fredrik Haag, Technical Adviser, IMO-GloBallast then presented the different tools, including Guidelines, developed within the framework of the project, and their expected use by the Countries. At the end of the presentation, a discussion arose, on the fact that several vectors, and not only ballast water, are responsible for the introduction of IAS. Although hull fouling is another important pathway, it was underlined that it tends to be self-regulatory as ship owners are directly impacted by hull fouling (e.g. fuel consumption, speed) and thus would adopt necessary means to reduce fouling. It was widely recognized that although that no single system suits all, the wide range of technologies currently under development should allow to minimize the risk of bio invasions, but there would not be a total elimination of this risk.
44. Gaëtan Coatanroch, RAC/REMPEITC-Caribe, then did a presentation on the importance of the GloBallast Partnerships Project in the Wider Caribbean Region. He presented the situation in the region, and stressed the reasons why the WCR is such at risk for marine bio-invasions. He presented the status of implementation and the different activities realized to date.



2 – The Wider Caribbean Region and the limits for Ballast Water Exchange as set by the BWM Convention

45. The LPCs present were then invited by the Chairman to brief the Meeting on the progresses achieved in their Countries. The representative from Jamaica started, and informed the Meeting of the establishment of a National Task Force (NTF) and the pathway followed to implement BWM in the national legislation, including an upcoming possible ratification of the Convention. Trinidad & Tobago then presented the implementation of its NTF and the different activities that had been realized to date. It was notably underlined that BWM aspects are to be included in the marine pollution bill currently discussed in the Parliament. Venezuela’s presentation focused on the strategy that has been developed by the Country since 2006, and the means set up to achieve it. The representatives also indicated the current status of the efforts to accede to the BWM Convention. The delegate from Colombia concluded with an explanation of the management of the project at the national level, including the numerous project and activities realized to date. She also presented the regional strategy on ballast water that was adopted in the South East Pacific + Argentina Region, and informed the Meeting that publications to share the experience of Colombia were under realization, and would be sent to the Countries in the region as soon as they are completed.
46. RAC/REMPEITC-Caribe presented a summary of the Country Status Report based on a questionnaire sent in English and Spanish to all Countries in the Region in early October (**Annex III**). Countries that did not replied to the questionnaire were then invited by the Chairman to briefly explain their situation and urged to report their national situation to RAC/REMPEITC-Caribe at their earliest convenience. All responding Countries reported the lack of financial, technical and human means, the legislative process and the lack of



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awareness and information as obstacles for the implementation of BWM policies at the national level. A summary of the countries' replies is attached as **Annex IV**. A discussion arose on the training that could be provided on Ballast Water, and delegates were reminded that IMO, through its Technical Co-operation Division, would be the entity to contact to arrange such training courses. More information could be provided at their request.

3. Work session #1: Terms of Reference of the Regional Task Force

47. The Chairman presented the draft document for the establishment of a regional task force in the Wider Caribbean Region (RTF-WCR) that was sent to Focal Points and Participants before the Meeting for discussion and amendments. After a short presentation by the IMO-GloBallast representatives of the situation in other regions, delegates were asked to provide their comments on the draft document.
48. The adopted document is enclosed as **Annex V**.

4. Work session #2: Elements to be included in a Caribbean Regional Strategy on Ballast Water Management and discussion on a five year Action Plan

49. The Chairman invited the IMO-GloBallast representatives to share their experiences on other regions in developing the key elements of the regional strategy. They provided some background information on the strategy development in other regions and emphasized on the need for regional and global cooperation to successfully implement the BWM Convention. It was underlined that to date, two different approaches had been considered (Mediterranean and West and Central Africa). The Meeting indicated its preference for the West and Central Africa approach, and it was proposed to use their Strategy document as base to develop the Caribbean document.
50. The delegates were then split into working groups, and each group was asked to focus on the different actions of the Strategic Action Plan and to adapt them to the Caribbean.
 - a. The actions on “Legal & Policy Review for Ballast Water Management” and “Institutional Component” were studied in a group lead by Panama, with representatives from Suriname and El Salvador.
 - b. The delegates from Barbados lead another group, along with participants from St. Kitts & Nevis, St. Lucia, St. Vincent & the Grenadines and Antigua & Barbuda on “Training” and “Communication and Public Awareness-raising Component”.
 - c. The group on “Regional Cooperation” included participants from Venezuela, Nicaragua Netherlands Antilles and the Netherlands.
 - d. The delegate from Colombia, along with representatives from Costa Rica, Guatemala, Honduras, Jamaica, Dominican Republic and Haiti, worked on the “Port Biota Baseline Surveys” and “Risk Assessment” aspects.
 - e. Appointed from Trinidad & Tobago, Antigua & Barbuda, Belize, Dominica and the Netherlands Antilles & Aruba Coast Guards debated on the



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“National Tasks Forces and Action Plans” and “Compliance Monitoring and Enforcement (CME”).

- f. Delegates from Guyana and Jamaica focused on the “Resources and Financing” aspect of the Strategic Action Plan.



3 – Working groups

51. The Chairperson then invited a spokesperson for each group to propose the comments of the different working groups to the Meetings for the key elements to be included in a regional strategy on ships’ ballast water management and invasive species for the Wider Caribbean Region.
52. The Meeting agreed upon a draft regional Strategic Action Plan (SAP) and its work plan, attached in **Annex VI** of the present report and instructed the Secretariat to restructure these elements as necessary and translate the document into Spanish, before circulating a draft version for approval.

5. Work session #3: Meeting’s Recommendations

53. The Meeting made the following recommendations:
- Countries of the WCR, for those that have not done it yet, should take steps to accede to the BWM Convention, as well as the Cartagena Convention and its Protocols at their earliest possible convenience.
 - The final Report of this Meeting and its annexes should be presented for endorsement to the upcoming RAC/REMPEITC-Caribe’s Steering Committee and to the XIVth Inter-Governmental Meeting of the Contracting Parties to the Cartagena Convention.
 - The draft Strategic Action Plan that was prepared during the Meeting should be brought to the attention of relevant agencies in each Country for consideration and approval.
 - IMO and UNEP are encouraged to identify appropriate arrangements for the long term sustainability of the outputs of the GloBallast Partnerships project and for the longer term management of ballast water issues in the region.



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- For purpose of continuity, the delegates at the First RTF-WCR Meeting are encouraged to remain in the RTF-WCR. Countries are encouraged to nominate an alternate representative to act within the framework of the RTF-WCR.
- Panama, as host country, is encouraged to submit to the upcoming 60th IMO's Marine Environment Protection Committee meeting a briefing paper on the Meeting.

6. Adoption of the Report

54. The draft Report of the Meeting were reviewed, amended and approved in Plenary.

7. Closure of the Meeting

55. The Chairman thanked all delegates for their inputs and their active participation during this First GloBallast Regional Task Force Meeting.
56. On behalf of the Panama Maritime Authority, Abraham Martinez from the Control and Compliance Department of the Directorate of Merchant Marine, thanked the participants and the supporting agencies that made this Meeting possible. He reiterated the important of ballast water related issues for Panama, and the commitment of PMA to address these issues.
57. The representative of IMO-GloBallast congratulated the Chairperson for the excellent Chairmanship that made possible the achievements reached during this Meeting and conveyed his thanks to RAC/REMPEITC, for the synergy created within the Wider Caribbean Region on ships' ballast water management related issues.
58. The representative of UNEP-CAR/RCU congratulated, for the Secretariat of the Convention of Cartagena, the delegates for this first step accomplished in moving toward regional cooperation regarding ballast water management and encouraged them to continue in this direction.
59. Finally, the Director of RAC/REMPEITC-Caribe thanked PMA, IMO, UNEP CAR/RUC and COCATRAM for the help and support provided in implementing this activity, and urged the members of the RTF-WCR to be proactive in their respective Countries to ensure a continual progression of the Regional Strategy.

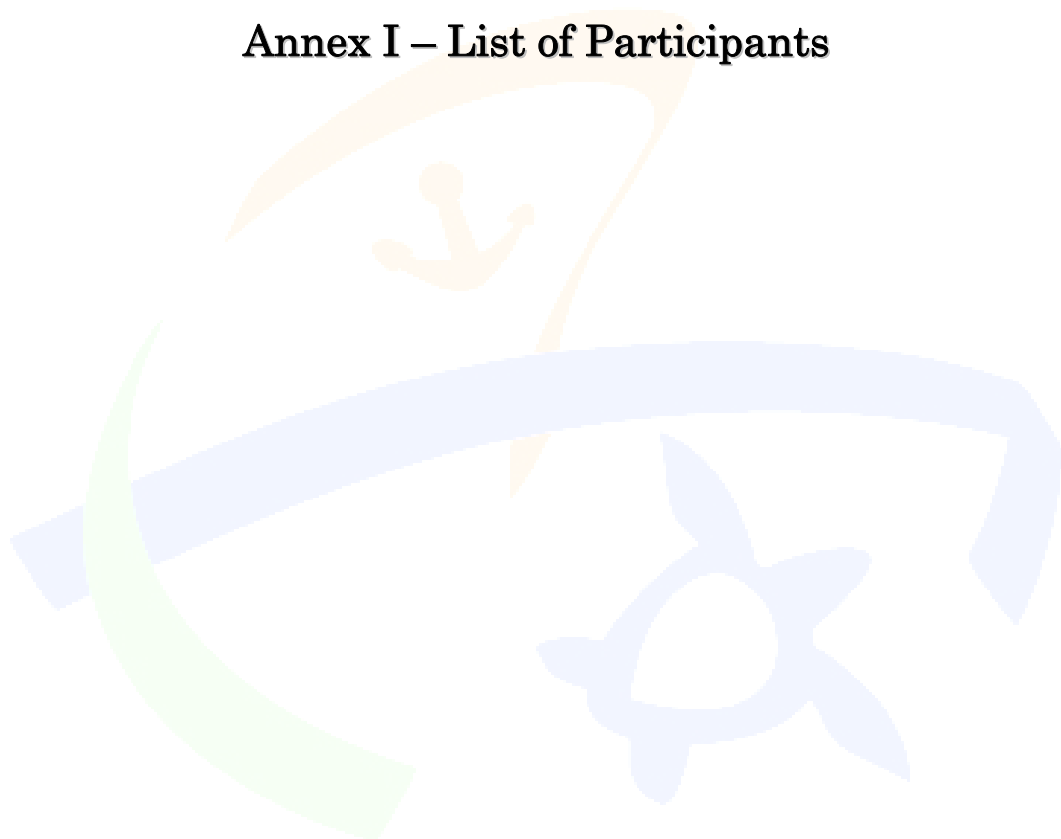
E. Annexes

- Annex I: List of Participants
- Annex II: Agenda
- Annex III: Questionnaire for Country Status Report
- Annex IV: Summary of Country Status Reports
- Annex V: Terms of Reference for the Regional Task Force on Control and Management of Ship's Ballast Water and Sediments in the Wider Caribbean Region
- Annex VI: Draft regional Strategic Action Plan



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Annex I – List of Participants



LIST OF PARTICIPANTS

First GloBallast Regional Task Force Meeting – Wider Caribbean Region
Panama City, Panama
December 7th - 8th, 2009

Recipient Lead Partner Countries: Bahamas, Colombia, Jamaica, Venezuela, Trinidad & Tobago,

Recipient Partner Countries: Antigua & Barbuda, Barbados, Belize, Costa Rica, Cuba, Dominica, Dominican Republic, El Salvador, Grenada, Guatemala, Guyana, Haiti, Honduras, **Mexico**, Nicaragua, Panama, St.Lucia, **St. Kitts & Nevis**, St. Vincent & the Grenadines, Suriname.

Non-GEF-Eligible Countries: The Netherlands, Netherlands Antilles

Lead Partner Countries:

COLOMBIA

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The Bahamas could not send any representative.

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Cuba, Grenada and Mexico could not send any representatives.

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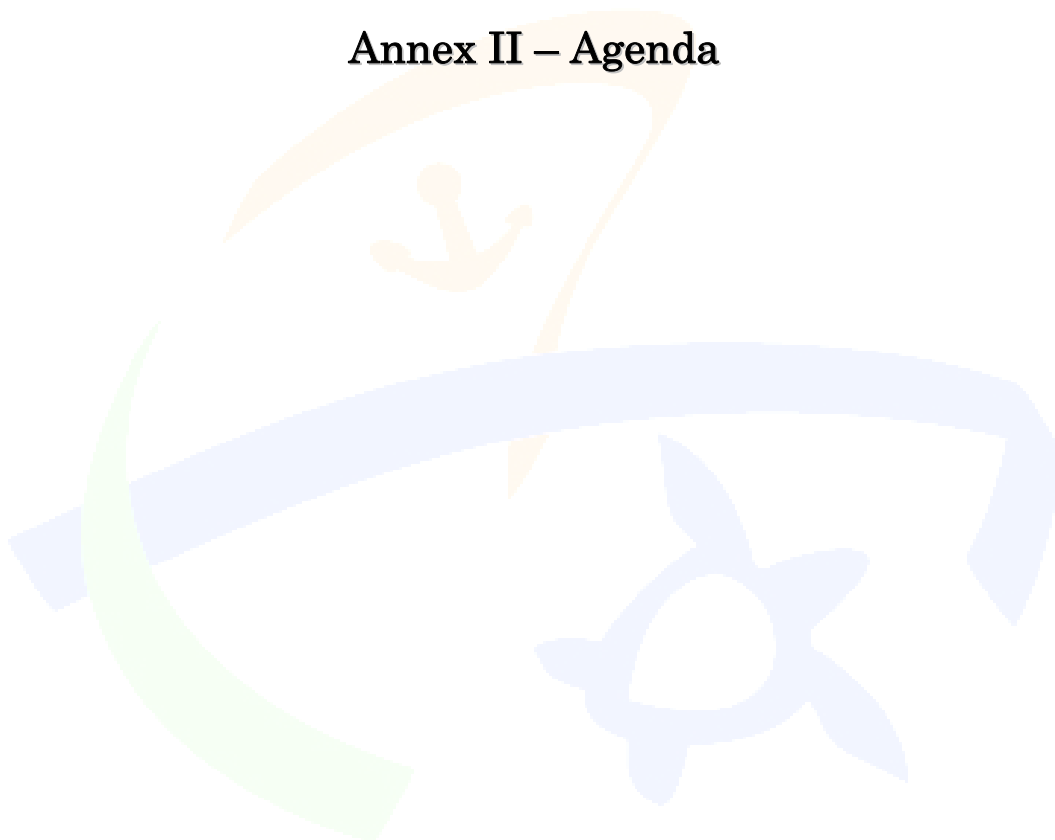
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REGIONAL ACTIVITY CENTER/REGIONAL MARINE POLLUTION EMERGENCY, INFORMATION and TRAINING CENTER (RAC/REMPEITC-Caribe)

Annex II – Agenda





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REGIONAL ACTIVITY CENTRE / REGIONAL MARINE POLLUTION EMERGENCY,
INFORMATION AND TRAINING CENTRE - WIDER CARIBBEAN



Curacao, 30 November 2009

DRAFT AGENDA

FIRST GLOBALLAST REGIONAL TASK FORCE MEETING REGIONAL TRAINING COURSE ON BALLAST WATER MANAGEMENT LEGISLATION PANAMA, 7-10 DECEMBER 2009

During the second week of December, the Regional Activity Centre REMPEITC, GEF/UNDP/IMO GloBallast Partnerships' Regional Coordinating Organization for the Wider Caribbean Region, will facilitate the realization of one regional task force meeting and a training course in Panama City, Panama, within the framework of the GloBallast Partnerships Project. These activities will be supported by the International Maritime Organization (IMO), the GloBallast Partnerships' Project Coordination Unit (PCU), the United Nations Environment Programme / Caribbean Regional Coordinating Unit (UNEP CAR/RCU) and the Central American Commission for Marine Transport (COCATRAM), as well as the Maritime Authority of Panama (AMP). The two workshops are as following:

- First Regional Task Force Meeting on Ballast Water Management (BWM)
- Regional Training Course on BWM Legislation

This document is a draft provisional agenda for these workshops. For the legislation course, it is proposed to use the training package specifically developed for GloBallast Partnerships.

The objectives for the GloBallast Regional Task Force Meeting are the following:

- To create a Regional Task Force on BWM in the Wider Caribbean Region;
- To prepare guidelines for a draft BWM Regional Strategy;
- To share experiences and lessons learned from the pilot and current phases (and notably, from Lead Partner Countries) of the project;
- To harmonize BWM policies in the Wider Caribbean Region;
- To enable the meeting of the Ballast Water focal points in the region to increase cooperation on BWM and marine invasive alien species issues,
- To increase awareness on BWM related issues, and,
- To increase the ratification of the IMO's 2004 Ballast Water Convention.

The objectives for the BWM Legislation training course are the following:

- To provide training and capacity building on legislation to Lead Partner Countries of GloBallast Partnerships.
- To facilitate exchanges in terms of legislative, institutional and policy reforms to be undertaken by the different stakeholders of the project in the region.



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Monday 7th December

08:00	Registration	
08:30	Welcome & Opening remarks Official photography	R. Linares / Autoridad Marítima de Panamá A. Castellero / Autoridad Marítima de Panamá Dr. J. Matheickal / IMO - GloBallast C. Corbin / UNEP J. Dopeso / COCATRAM T. Smith / REMPEITC G. Coatanroch / REMPEITC
09:15	Organization of the meeting <ul style="list-style-type: none"> • Election of the chairman 	
09:30	Briefing on the GEF/UNDP/IMO GloBallast Partnerships Project.	Dr. J. Matheickal / IMO – GloBallast F. Haag / IMO - GloBallast
10:00	<i>Coffee break</i>	
10:20	Status of the GloBallast Partnerships Project in the Wider Caribbean Region	G. Coatanroch / REMPEITC
10:40	Lead Partner Countries Status Report (15 min each)	Delegates from: Jamaica Trinidad & Tobago Venezuela Colombia G. Coatanroch / REMPEITC
11:40	Summary of Partner Country Status Report	
12:00	<i>Lunch</i>	
13:30	Work session #1 Draft terms of references of the Caribbean Task Force Identification of the members	
15:00	<i>Coffee break</i>	
15:30	Regional strategic plan for Ballast Water Management	Dr. J. Matheickal / IMO - GloBallast F. Haag / IMO - GloBallast
16:00	Work session #2 Elements to be included in a Caribbean Strategy on Ballast water management and discussion on a five-year Action Plan.	
17:30	Comments	



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Tuesday 8th December

- 08:30 **Work session #2 (cont.)**
Elements to be included in a Caribbean Strategy on Ballast water management and discussion on a five-year Action Plan.
- 10:30 *Coffee Break*
- 11:00 **Work session #2 (cont.)**
Elements to be included in a Caribbean Strategy on Ballast water management and discussion on a five-year Action Plan.
- 12:00 *Lunch*
- 13:30 **Work session #3**
Meeting recommendations
Creation of working groups
- 15:00 *Coffee Break*
Preparation of the minutes by the Secretariat
- 16:30 Presentation and Adoption of the Minutes
- 17:00 Closing / End of BWM Strategy meeting
 - Closing Remarks

R. Linares / Autoridad Marítima de Panamá
 A. Castillero / Autoridad Marítima de Panamá
 Dr. J. Matheickal / IMO - GloBallast
 C. Corbin / UNEP
 J. Dopeso / COCATRAM
 T. Smith / REMPEITC

Wednesday 9th December

- 08:00 Registration
- 08:30 Opening remarks / Course Organization
Introduction to the course
- 09:15 Video: *Invaders from the Sea*
- 10:00 *Coffee Break*
- 10:30 **Module 1** – Introduction to Ballast Water Management / The GloBallast Partnerships project
- 12:00 *Lunch*
- 13:30 **Module 2** – The Ballast Water Management Convention
- 15:00 *Coffee Break*
- 15:30 **Module 3** – Other Legal Instruments
- 17:00 Questions & Remarks

Dr. J. Matheickal / IMO - GloBallast
 G. Coatanroch / REMPEITC
 Dr. E. Reis

 Dr. J. Matheickal / IMO - GloBallast

 Dr W. McCalla

 Dr W. McCalla



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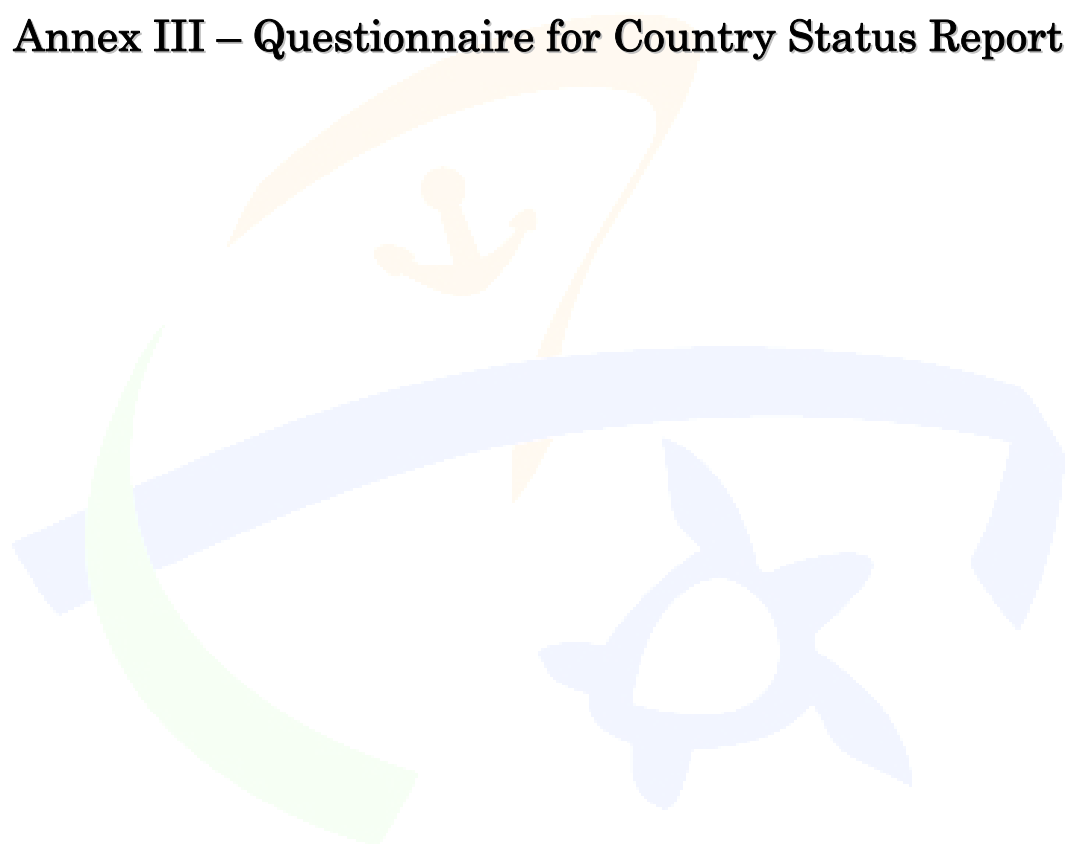
Thursday 10th December

08:30	Module 4 – Implementing the Ballast Water Convention	Dr W. McCalla
10:00	<i>Coffee Break</i>	
10:30	Module 4 (Cont.)	Dr W. McCalla
12:00	<i>Lunch</i>	
13:30	Module 5 – Guide to Drafting a Ballast Water Management Act	Dr W. McCalla
15:00	<i>Coffee Break</i>	
15:30	Module 5 (Cont.)	Dr W. McCalla
16:50	Course summary and evaluation	Dr. Enir Reis
17:10	Closing Statements and Award of Certificates	AMP Dr. J. Matheickal / IMO – GloBallast



REGIONAL ACTIVITY CENTER/REGIONAL MARINE POLLUTION EMERGENCY, INFORMATION and TRAINING CENTER (RAC/REMPEITC-Caribe)

Annex III – Questionnaire for Country Status Report





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REGIONAL ACTIVITY CENTRE / REGIONAL MARINE POLLUTION EMERGENCY,
INFORMATION AND TRAINING CENTRE - WIDER CARIBBEAN REGION



QUESTIONNAIRE ON NATIONAL BALLAST WATER POLICIES AND MANAGEMENT

First Regional Task Force Meeting
Wider Caribbean Region
GloBallast Partnerships
Panama City, Panama
7-11 December 2009

The Wider Caribbean Region (WCR), due to its strategic location, is an important hub for maritime transportation. The Panama Canal alone accommodates about 14,000 ships a year, and this number is expected to double in the next 10 to 15 years. The region also includes many developing countries that rely on the export of raw materials (e.g. oil) and use of their coastal resources (e.g. fishing, tourism): about one third of the world's oil traffic originates or passes through the region. Furthermore, ecologically, the region consists of highly sensitive marine ecosystems (e.g. mangroves, coral reefs and sea grass beds) along with an extremely rich biodiversity, of which a significant number of species are endemic. Given the high volume of oceanic traffic (cargo, cruise ships, etc), the region is consequently seen as particularly at high risk from marine bio-invasions.

Over the past two decades, ballast water has been increasingly recognized as one of the major vectors for the introduction of marine Invasive Alien Species (IAS). In 2000, in prevision of the upcoming Ballast Water Management Convention, the International Maritime Organization (IMO) joined forces with the Global Environment Facility (GEF) and the United Nations Development Programme (UNDP) to implement the Global Ballast Water Management Programme (GloBallast). The Development Objectives of this technical cooperation programme (2000-2004) were to assist developing countries¹ to reduce the transfer of harmful aquatic organisms and pathogens in ships' ballast water, to implement the then existing IMO Guidelines², and to prepare for the implementation of a new Ballast Water Convention. The *International Convention for the Control and Management of Ships' Ballast Water and Sediments* was finally adopted during a Diplomatic Conference at IMO in 2004.

To continue the technical co-operation activities initiated during the GloBallast Pilot Phase, a second phase had been considered since 2005. In June 2006, following the Decision X of the 11th Intergovernmental Meeting on the Action Plan for the Caribbean Environment Programme and the 8th Meeting of the Contracting Parties to the Cartagena Convention³, RAC/REMPEITC-Caribe declared its interest in becoming the regional Coordinating organization (RCO) for this new project in the

¹ Sites in six Pilot Countries (Brazil, China, India, I.R. Iran, South Africa and Ukraine) representing the main developing regions of the world were selected.

² *Guidelines for the control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens*, IMO Resolution A.868 (20), 1997

³ [Convention for the Protection and Development of the Marine Environment in the Wider Caribbean Region](#), 1983





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WCR. In doing so, RAC/REMPEITC-Caribe was supported by the Regional Coordinating Unit of United Nations Environment Programme (UNEP CAR/RCU), as Secretariat of the Caribbean Environment Programme. Three protocols⁴ and four Regional Activity Centres are currently existing under the framework of this Convention.

The full size project for *GEF-UNDP-IMO GloBallast Partnership (Building Partnerships to Assist Developing Countries to Reduce the Transfer of Harmful Aquatic Organisms in Ships' Ballast Water)*⁵ finally got approval on August 2007. GloBallast Partnerships project (GBP) builds on the first phase and focuses on the implementation of the *International Convention for the Control and Management of Ships' Ballast Water and Sediments* (BWM Convention, 2004). It assists developing countries in five high priority regions (Caribbean, Mediterranean, Red Sea, and Gulf of Aden, South East Pacific and the West Coast of Africa) to enact legal, policy and institutional reforms to minimize the impacts of aquatic invasive species transferred by ships' ballast water. In these regions, 13 Lead Partner Countries (LPC) have been selected, according to their commitments to develop National Ballast Water Management Strategies and legal, policy and institutional reforms, as well as providing co-funding for the project. In the WCR, there are 4 LPC, namely Jamaica, The Bahamas, Trinidad & Tobago and Venezuela. In addition, Colombia is a LPC for the South East Pacific and Argentina Region.

The objectives of GBP are a logical expansion of the pilot phase, with a greater focus on policy reforms in targeted developing countries and more emphasis on integrated management. They were developed jointly by GEF, UNDP and IMO as following⁵:

- assisting developing countries to reduce the transfer of harmful aquatic organisms and pathogens in ships' ballast water;
- building capacity to address the ballast water issues;
- undertaking legal, policy and institutional reforms; and,
- implementing the 2004 BWM Convention.

The Project implementation activities at various levels are undertaken by the project implementation team with the advise, guidance and support of a Global Project Task Force (GPTF), Regional Task Forces (RTF) and National Task Forces (NTF) established through extensive consultation with all the relevant stakeholders involved at global, regional and national levels. RAC/REMPEITC-Caribe, in collaboration with the PCU and the Government of Panama, would like to establish the Regional Task Force for the Wider Caribbean Region during a 2 day-workshop to be held in December (week 50, 7-11th December). It will allow for the discussion on the terms of references for the elaboration of the RTF, as well as provide elements for the creation of a regional strategy and its action plan. At least another meeting should be organized before 2012, and it is expected that the different partners will identify suitable funding to sustain the realization of such BWM workshops after completion of the project.

⁴[Protocol Concerning Co-operation in Combating Oil Spills in the Wider Caribbean Region](#), 1983

[Protocol Concerning Specially Protected Areas and Wildlife \(SPA\) in the Wider Caribbean Region](#), 1990

[Protocol Concerning Pollution from Land-Based Sources and Activities](#), 1999

⁵ A full description is available online

http://www.gefweb.org/uploadedfiles/Global_ID%202261_GloBallast_Partnerships.pdf





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In order to adequately prepare for this workshop, RAC/REMPEITC-Caribe would like every country, through their focal point, to provide some data on BWM. The following questionnaire should help representatives to gather adequate information for the workshop in order to present it to the Region, and also “paint a picture” of the WCR in terms of marine IAS and ballast water management and legislation. The information collected will also help to formulate a National Ballast Water Status Assessment, as the Guidelines will be made available to all countries shortly and to populate the planned GloBallast database.

Please return this questionnaire before the **13th November 2009**.



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Country/State/Territory:

Focal point:

Contact details:

I. Legal, Policy and Institutional aspects

A. International Legislation

1. Is your Country/State/Territory Party to the 2004 Ballast Water Management Convention?

Yes No

a. If yes, has your Country/State/Territory implemented the Convention in its national legislation?

Yes No

Please explain through what legislation etc.:

b. If no, is your Country/State/Territory currently in the process of becoming Party to the 2004 Ballast Water Management Convention?

Yes No

i. If yes, please explain the current legislative process:

ii. If no, has your Country/State/Territory conducted an assessment in order to accede to the 2004 Ballast Water Management Convention?

Yes No

Comments?

2. Is your Country/State/Territory Party to the Cartagena Convention³?

Yes No

a. If yes, is your Country/State/Territory party to its SPAW Protocol⁴?

Yes No

3. Is your Country/State/Territory Party to the Convention on Biological Diversity (1992)?

Yes No



B. National legislation

1. Does your Country/State/Territory have national legislation / regulations / policies on biodiversity and its protection?

Yes No

If yes, please list the major national policies and laws for marine biodiversity protection:

2. Does your Country/State/Territory have national legislation or regulations on Ballast Water Management, including the application of guidelines A.868(20)²?

Yes No

If yes, please provide details:

If no, please explain the main reasons:

C. National institutions

1. In your Country/State/Territory, which institution is the lead agency for ballast water management issues?

2. Which other stakeholders are/could be involved (e.g. institutions, companies, NGO...)?

Name	Role / Responsibility

3. Is there awareness among all these agencies / institutions on the issue of marine bioinvasions and IAS, especially from ballast water?

Yes No Somewhat

If you ticked somewhat, please explain:

4. Has your Country/State/Territory established a BWM National Task Force?

Yes No

5. Please add any relevant information on national institutions and BWM (meetings of the NTF, national strategy, objectives, project currently being realized, R&D, past activities, training, communication and public awareness...)



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6. Please detail the major challenges preventing the ratification of the Ballast Water Management Convention and/or implementation of a ballast water management regime.



Global **Ballast Water**
Management Programme

Aviation and Meteorology building
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II. Shipping

A. The shipping industry

1. Is your Country/State/Territory a flag state?

Yes

No

Please provide number and type of vessels registered:

2. Please provide the following which reflects the importance of shipping in your national economy:

a. Number of people employed by the shipping industry

b. Economy (foreign exchange earning, % of GDP...):

c. Type of products transported:

B. Ports and harbours

2. How many international ports and harbours does your Country/State/Territory have? Please elaborate on the use of each (e.g. marina, container, oil terminal) and annual volume of traded goods.
3. What is the annual traffic, depending of the types of ships, of international transiting vessels in each port?
4. If known, please provide the annual actual or estimated volumes of ballast water being loaded and discharged, if possible by port:
5. Please indicate if any of the ports have a Ballast Water Management Plan, regulations or procedures for Ballast Water Management:
6. Please identify the availability of land based facilities, and notably sediment reception facilities in each port



7. Are there ballast tank sampling procedures, in any of the ports?

Yes No

a. If yes, are these procedures compulsory?

Yes No

Please elaborate:

i. If yes, please explain the enforcement procedures in case of non compliance (agency responsible, sanction...):

b. If no, does your Country/State/Territory intend to make them compulsory in the near future (within 1-3 years)?

Yes No

Please elaborate on the mechanism to be used:

8. Has any port realized or is in the process of realizing Port Biological Baseline Surveys to detect IAS?

Yes No

Please elaborate (procedure, results...):

III. The Environment

A. Resources

1. Please provide a very brief, general description of your coastline (oceanographic conditions, habitats...). Indicate notably the presence of sensitive/exposed environments to marine bioinvasions (e.g. presence of endemic species...). If available please provide Sensitivity Map of your coastline:

2. Please provide a list of the main uses of your coastal resources, and their socio-economic importance (employment, % of GDP):
 - a. Fisheries

 - b. Coastal aquaculture

 - c. Other living resources (e.g. wood collection in mangroves)

 - d. Coastal tourism (including coral reefs utilisation)

 - e. Coastal infrastructure (e.g. marinas, water intakes)

 - f. Other uses (please identify)

B. Marine bioinvasions

1. Are you aware of any marine bioinvasions that has occurred in your Country/State/Territory?

Yes No

If yes, please detail (species, origin, impacts, pathway of introduction, detection, management...):

2. Are you aware of any marine bioinvasions that has occurred in surrounding Countries/States/Territories or in the Wider Caribbean Region?



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Yes No

If yes, please elaborate (species, origin, impacts, pathway of introduction, detection, management...):

3. Is your Country/State/Territory monitoring its coastal resources for Invasive Alien Species?

Yes No

If yes, please explain area covered, how the monitoring is being done and the agency responsible for monitoring:

If no, please indicate what the reasons are for lack of monitoring:

4. Has your Country/State/Territory implemented any control or eradication management policy against these IAS?

Yes No

If yes, please indicate how that policy is being implemented at the national level:





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IV. Regional Cooperation

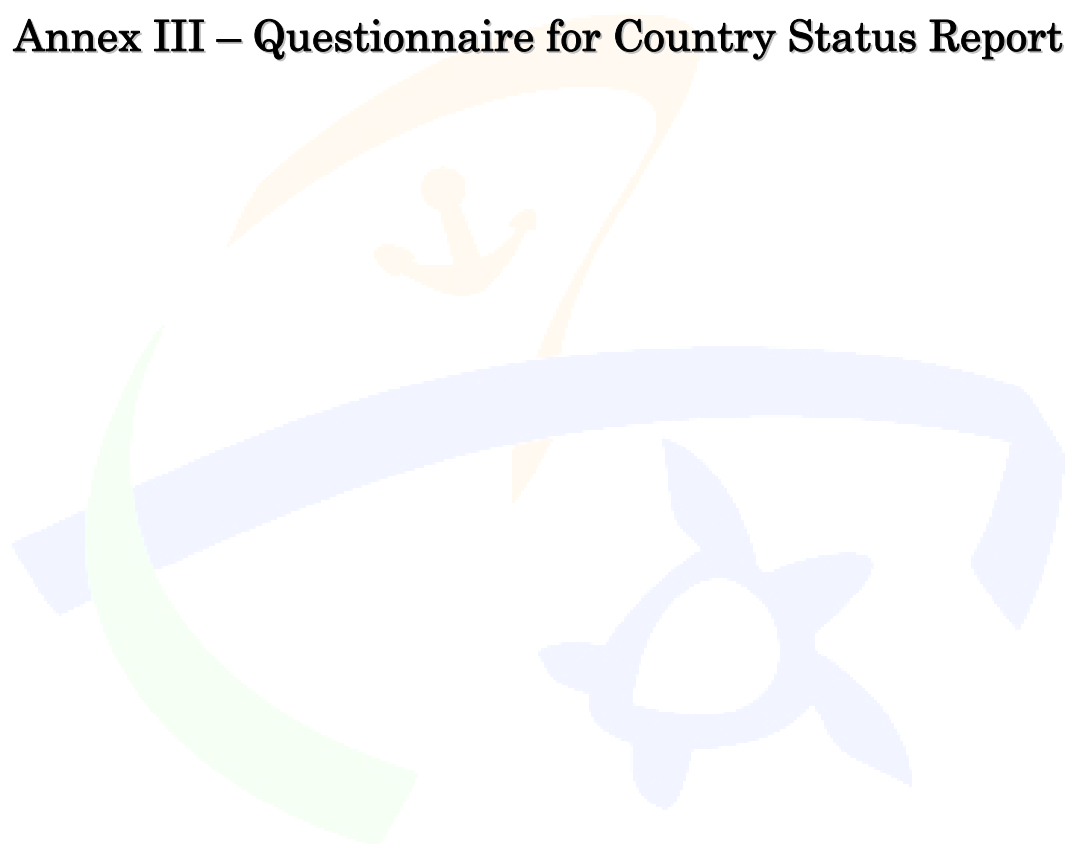
1. What are the needs in your Country/State/Territory regarding BWM and IAS? How can they be addressed?
2. What does your Country/State/Territory expect from the formation of a Regional Task Force, and what should be its mission? How could your Country/State/Territory effectively participate in it?
3. In which working group could your Country/State/Territory participate to?
4. What should be the fundamental principles of the Regional Ballast Water Management Strategy?
5. Elements to be included in the Action Plan, in order to realize the said Regional Strategy?

Any other comments?



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Annex III – Questionnaire for Country Status Report





	Legal, Policy and Institutional Aspects										Shipping										
	International legislation			National Legislation		National Institutions			Challenges faced for ratification of BWM Conv. / Implementation of BWM regime	The Shipping Industry			Ports and Harbours								
	BWM Conv.	Cartagena Conv.	CBD	Existing / Identified Legislation on biodiversity	Application of A.868(20) / BWM regime	Lead agency	Support agencies identified	NTF		Awareness on marine bioinvasions	Flag State	% World GT (2008)	Importance of Shipping	International ports	Intl. Annual traffic	BWM Plan in any ports?	Availability of Land Based facilities (incl. sediment)	Ballast tanks sampling	PBBS		
	SPAW Protocol																	Compulsory Prevision			
Antigua & Barbuda	✓	✓				Ministry of Health, Central Board of Health				✓	1.159										
Bahamas						Port Department				✓	5.657										
Barbados	✓ (not yet implemented in National Legislation)	✓	✓	✓	✓	✗	Ministry of International Business and International Transport	✓		✓	0.088										
Belize		✓	✓				Fisheries? Port and Harbour? DoE?			✓	0.148										
Colombia	In process (detailed study)	✓	✓	✓	✓	✗	Direccion General Maritima	✓	✓	✓	✓	0.011					✓	✗	✓	✓ (Cartagena)	
Costa Rica	✗	✓		✓	✓	✗	Ministerio de Obras Publicas y Transportes	✓	✗	✗	✗	0.000	0.33% of workforce in the fisheries sector, and 0.43% in sector related to sea and ports.	Caribbean: Limon - Moin (passengers, oil terminal, container...)	Moin: 2,322 (2008)	Punto Caldera: 655 (2008)	✗	✗	✗	✗	✗
														Pacific: Puntarenas (passengers), Caldera (Ro-Ro, container), Golfito, Punta Morales	Puntarenas: 76 (2008)	Punta Morales: 16 (2008)					
Cuba			✓				Dirección de Seguridad e Inspección Maritima del Ministerio de Transporte					✓	0.007								
Dominica		✓					Maritime Administration					✓	0.124								
Dominican Republic		✓	✓				Subsecretaria de Gestion Ambiental					✓									
El Salvador	✗	✓	✓	✓	✓	✗	Autoridad Maritima Portuaria with Ministry of Environment	✓	✗	✓		✓	0.001	2 ports (oil terminal and containers)	✗	✗	✗	✓	✓ (puerto de la Union)		
France	✓	✓	✓				Ministère de l'Ecologie, de l'Energie, du Développement Durable et de la Mer					✓	0.612								
French Antilles French Guyana																					
Grenada		✓					Grenada Ports Authority					✓	0.000								
Guatemala	In process (recommendation in the MFA)	✓	✓	(?)	✓	✗	Departamento Maritimo del Ministerio de la Defensa Nacional	✓	✗	✗		✓	0.000	Santo Tomas de Castilla	Puerto Quetzal	3,500 ship calls	✗	✗	✗	✓	✗
														Puerto Barrios	Dedicated terminal						
Guyana							Maritime Administration Department					✓	0.005								
Haiti							Ministère de l'Environnement					✓	0.000								

Honduras	✓	✓	✓	✓	✓	✓	✓	Dirección General de la Marina Mercante	✓	✓	✓	✓	✓	0.086	3 in Caribbean 1 in Pacific	Roatan 73 tankers Puerto Cortes 1580 ship calls	✓	✓	✓	✓	✓	✓	
Jamaica	In process (bill in House of Parliament / Cabinet)	✓	✓	✓	✓	✓	✓	Maritime Authority of Jamaica	✓	✓	✓	✓	✓	0.026 About 3,500 persons	10 ports	About 4,000 calls annually, (2,500 for Kingston)	No but ships encouraged to discharge ballast outside port limits	✓	✓	✓	✓	✓	✓
Mexico	✓ (not yet implemented in National Legislation)	✓	✓	✓	✓	✓	✓	Dirección General de Marina Mercante	✓	✓	✓	✓	✓	0.155 % 143,000 ships	4500 ship calls		✓	✓	✓	✓	✓	✓	
Netherlands	In process, ratification early 2010	✓	✓	✓	✓	✓	✓	Netherlands Shipping Inspectorate	✓	✓	✓	✓	✓	1.002	8 ports total St Eustatius: Nustar tanker terminal and in Oranjestad a small harbour with ro-ro jetty and mooring facilities	St. Eustatius: 1,300 calls in 2006							
Aruba								Directorate of Shipping and Maritime Affairs						256 ships registered	St. Eustatius: 1,300 calls in 2006	Bonaire: 210 calls of cruise vessels, 80 cargo ships and 600 local crafts	✓	✓	✓	✓	✓	✓	
Netherlands Antilles	Netherlands ratification will affect at least BES islands	✓	✓	✓	✓	✓	✓	Netherlands Shipping Inspectorate (for BES islands in 2010)	✓	✓	✓	✓	✓		2 jetty's for cruise vessels, a ro-ro jetty, and 3 berths for specific cargo, further recreational craft harbours Saba, a small cargo harbour, further moorings for recreational craft		✓	✓	✓	✓	✓	✓	
Nicaragua		✓						Dirección General de Transporte Acuatico						0.001									
Panama		✓	✓					Autoridad Maritima de Panama						22.302									
Saint Kitts & Nevis		✓	✓	✓	✓	✓	✓	Draft regulations Department of Maritime Affairs	✓	✓	✓	✓	✓	0.114 656 ships all classes	Two international ports		✓	✓	✓	✓	✓	✓	
Saint Lucia	Recommendation has been given to relevant officials to accede to the Convention	✓	✓	✓	✓	✓	✓	Maritime Affairs	✓	✓	✓	✓	✓	Increase in people employed in 0 this sector Increase of cruise tourism	Two official harbours, Vieux Fort (container/ bananas) and Castries (containers/ Cruise Ships); Three recognized ports, two of which are used as Marinas for the yachting sector; One oil terminal (Hess St.Lucia Ltd)	Yes in Hess Oil terminal	✓	✓	✓	✓	✓	✓	

Saint Vincent & the Grenadines	Identified as priority	✓	✓	✓	x	x	Maritime Administration	✓	x	\	Limited human resources and competing priorities within the Maritime Administration and other stakeholder agencies Limited understanding of the duties and obligations which will result from the ratification of Convention	✓	0.632	3,200 seafarers	2 Ports with oil terminals facilities 1 Port with container/general cargo, oil terminal and passenger facilities 1 Port with container/general cargo and passenger facilities 1 Port with container/general cargo facility	500 - 550 Cargo vessels calls, 180-220 Passenger ship calls, 50-60 Tanker Vessels calls	x	x	x	✓	x	
Suriname	Process (advise of MAS to Min. Transport)	x	x	✓	✓	BWE exchange 12Nm of coast	Maritime Authority of Suriname	✓	x	x	Lack of adequate resources and mechanisms Lack of awareness (but diffusion of video in 2009)	✓	0.001	236 national registered ships No vessel engaged in international voyage 70% of GDP depends on import/export	7 Rivers ports 16 ISPS port facilities	Port of Paramaribo : 951 port calls Jan-Okt 783 port calls Port of Nickerie : 25 port calls Nieuwe Haven: 790 port calls	x (but surveys in three ports)	x	✓	x	✓	x
Trinidad & Tobago	In process (draft to be passed by both Houses of Parliament)	✓	✓	✓	✓	x	Maritime Services Division of the Ministry of Works and Transport	✓	✓	✓	Legislation drafting and enactment of legislation	✓	0.007	Barge - 76 Tug - 21 Ferry/Cargo - 21 Fish/Pleasure Craft - 27 Others - 14 Supply - 48 T&T is an important exporter of oil & gas	Thirty one (31) Port facilities including four (4) Major National Ports at Port of Spain, Point Lisas, Chaguaramas and Scarborough and four (4) major Oil energy based terminals at Pointe-a-Pierre, Point Fortin, Point Fortin LNG, BPTT Galeota	Over 5500 vessel calls to Trinidad & Tobago waters by approximately 1300ships	x	x	x	✓	x	
United Kingdom Anguilla British Virgin Islands Cayman Islands Montserrat	x	✓	x				Department of Environment and Fisheries Cayman Islands Department of Environment	✓				✓	4.674									
Turks & Caicos	x				x (Wildlife and Biodiversity Protection Bill, drafted and in process of approval)	In the Marine Pollution Bill already drafted and in process of approval, the implementation of Reg B-4 of the Convention for BWE is considered	Department of Environment and Coastal Resources (DECR)	✓	x	/	Dependent on the UK for ratification Lack of awareness	x			Grand Turk Port and Providenciales South Dock Port (General Cargo including container and oil terminals) South Caicos Port (General Cargo including container and oil terminal) Leeward Marina, Turtle Cove Marina, and Sapodilla Bay, Providenciales (Marinas)		x	x	x	x	x	
United States of America Puerto Rico US Virgin Islands		✓				✓	US Coast Guards Environmental Standard Division	✓				✓	1.369									
Venezuela	In process	✓	✓	✓	✓	x	Instituto Nacional de los Espacios Acuaticos	✓	✓	✓	Legislation Lack of infrastructure Lack of trained staff Lack of biological monitoring / scientific means for sampling analysis	✓	0.124%	505 ships 21400 people >500 GT	87 ports	Ships are asked to fill the form of A868(20) 5300 calls in the 10 r	x			✓	x (4 planned in 2010)	



	The Environment			Regional cooperation		
	Resources	Knowledge of marine bioinvasions			National needs	Mission of the RTF
Coastline		At the national level	At the regional level	Coastal monitoring for IAS		
Antigua & Barbuda						
Bahamas						
Barbados	<p>The coastline is comprised mostly of sandy beaches with two main bays at Carlisle Bay and Oistins. The east and north coasts are also comprised of a mixture of coarse sand beaches, rocky beaches and cliffs. Turtle nesting sites and number of coral reefs around the island. The deep water harbour, Oistins Bay and to a lesser extent Carlisle Bay are the most likely areas at risk for entry of invasive species from ballast water due to the heavy shipping in these areas</p>		×	×	×	<p>Training Help in identifying financial resources</p> <p>The task force should seek to identify the needs requirements of the countries in the region to meet the requirements of the Convention and identify technical expertise from Countries who have established monitoring programmes to assist in the development of regional/national programmes</p>
Belize						
Colombia				✓		<p>Help Caribbean countries to implement BWM strategies in relation with GloBallast Partnerships and Convention</p>
Costa Rica	<p>The Pacific coastline is 1,016km long with numerous bays and three important gulfs. It is mainly composed by mangroves The Caribbean Coast is pretty straight, and covers 212km. Presence of freshwater lagoons</p> <p>6,700 workers in fisheries in 2008</p>	<p>✓ (dinoflagellates in 1999)</p>		<p>✓ (lionfish)</p> <p>× (lack of awareness and resources) Commission created to try to control and eradicate the lionfish</p>	<p>Lobbying of Authorities Capacity building Establishment of a legal framework Public awareness</p> <p>Comparative study of legal dispositions in all countries Harmonize national policies Promote cooperation amongst all countries Facilitate the implementacion of a plan in Central America</p>	
Cuba						
Dominica						
Dominican Republic						
El Salvador	<p>Varied coastline with rocky, sandy and estuarine environments</p> <p>25,000 fishermen 5-10,000 persons living with aquaculture</p>		×	×	<p>✓ (visuall inspections, diving)</p>	<p>Lobbying to convince importance of theme Communication of IAS in the region</p>
France						
French Antilles French Guyana						
Grenada						
Guatemala	<p>Both coastlines count with a great biodiversity, and sensitives areas (Bahia de Amatique, Caribbean coast)</p>		×	×	<p>× (No institution responsible)</p>	<p>Capacity building Increased awareness Scientific support</p>
Guyana						
Haiti						

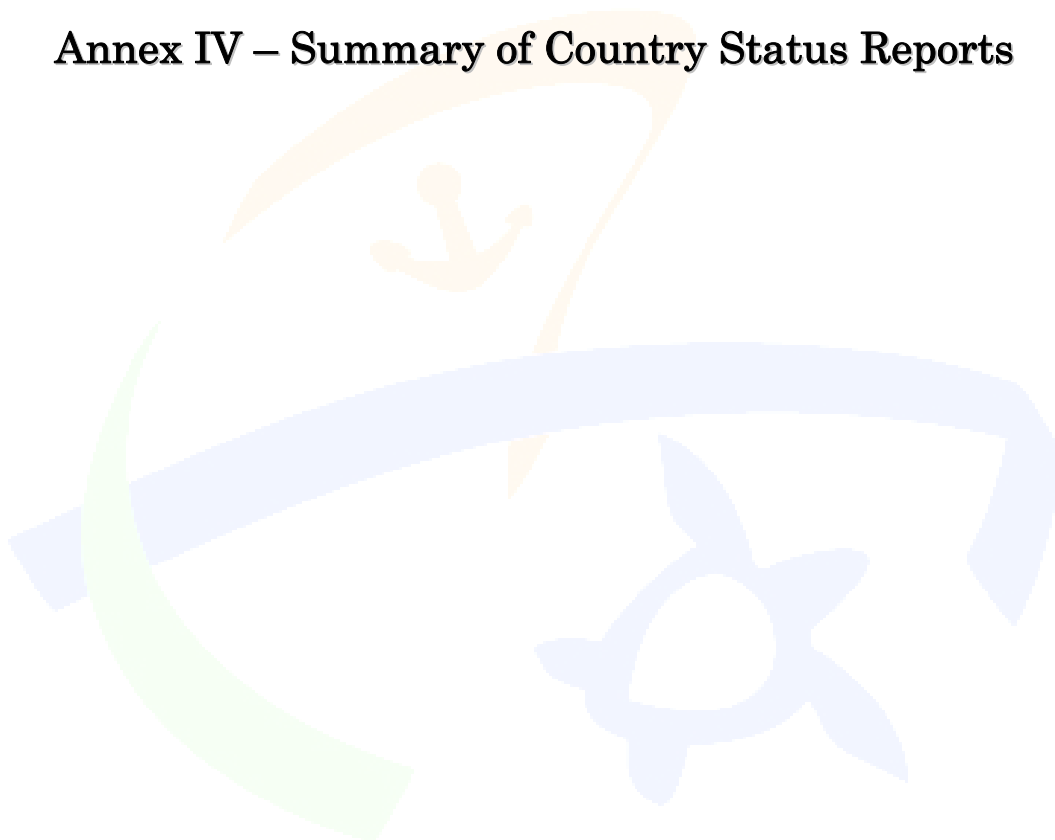
Honduras			×	×	×	Identification of financial resources	
Jamaica	The coastline is varied and irregular and is characterized by a number of ecosystems including bays, beaches, rocky shores, estuaries, Mangrove forests, seagrass beds, coral reefs and offshore cays. Sensitive environments identified	Tourism: 7.1% of GDP (2008) Fisheries, Forestry and Agriculture: 5.3% of GDP in 2007	✓ (2 species identified, green mussel and lionfish)	×	✓ Limited monitoring of the coastal resources is being conducted on a general basis which may detect the presence of IAS	Development of legislation, national policies and strategies Port State inspections Training Funding (especially for PBBS)	Forum to exchange experiences in BWM management, facilitate intra regional technical assistance, harmonise the standards established in BWM legislation, integrate monitoring and enforcement measures including Port State Control, develop a regional strategy for BWM and facilitate the accession to and/or full implementation of the BWM Convention
Mexico	Total length: 11,122 km Caribbean coast: low and sandy, coral reefs Pacific coast: rugged shore, various bays	Fisheries and coastal aquaculture represented of GDP in 2007 Coastal tourism: 8.6% in 2006	✓	✓	×	Information on IAS Information on technology for BWM	Policy harmonization Database creation on IAS in the region Regional communication
Netherlands							
Aruba							
Netherlands Antilles			✓ (lionfish)	×	✓ (CARMABI)	Information Training Education	
Nicaragua							
Panama							
Saint Kitts & Nevis							
Saint Lucia			✓ (lionfish)	✓ (Ministry of Fisheries and Agriculture)		Policy makers and general public, private sector education on BWM and IAS Require policies, strategies, action plans and legislation on BWM and IAS Need to build capacity on addressing BWM and IAS	Regional task force should provide expertise and technical assistance that does not exist nationally. It,s mission should be to monitor national task force development and operations and to assist in strengthening them wherever possible

Saint Vincent & the Grenadines	Archipelagic State comprised 32 volcanic islands, islet, rocks and cays.	Fisheries about 1.5% of GDP	*	✓	Monitoring is being done through the SVG Fisheries Division. They in turn collaborate with local fishermen and Dive Shop operators. Regular observations are carried out along the coastal waters of SVG. Eradication incentives for Lion Fish.	Information sharing on implementation of BWM, management of IAS	Protection of the marine environment, sensitive and particularly sensitive areas from bio-invasive species carried by ships Needs to be coordinated with Senior Maritime Administrators Meeting
Suriname	The Coastline is formed by extensive mud flats and sandy shell beaches	Fisheries: 4% of GDP	*	*	* (lack of funding and equipment)	Technical support	Forum to disseminate and gather information on BWM Incentive to ratify the Convention
Trinidad & Tobago	Trinidad's coastline includes rocky shores, high and low cliffs, plains, dunes, wetlands and developed/reclaimed areas. Tobago's coastline may be generally described as rocky and rugged	Fisheries: 0.09% GDP (2005)	✓ (Green mussel)	*	*		
United Kingdom Anguilla British Virgin Islands Cayman Islands Montserrat							
Turks & Caicos	The Turks and Caicos Islands, have highly irregular coastlines. The TCI coastline is approximately 389 km long with diverse ecosystems including bays, lagoons, estuaries, beaches, mangroves, seagrass meadows, and reefs.	Fisheries: 0.76 % GDP Coastal tourism: 26.8 % GDP	✓ (lionfish)	✓ (lionfish)	Fishermen, Water Sports operators and the DECR itself report sightings. Process of implementing control and eradication measures.	Guidelines	Implement BW guidelines A.868(20)
United States of America Puerto Rico US Virgin Islands							
Venezuela	4 different coastlines: Atlantic façade, archipelago, North East Caribbean and "Estuarine" Caribbean		✓ (mussels)	*	* (in study)	Access to equipment Training	



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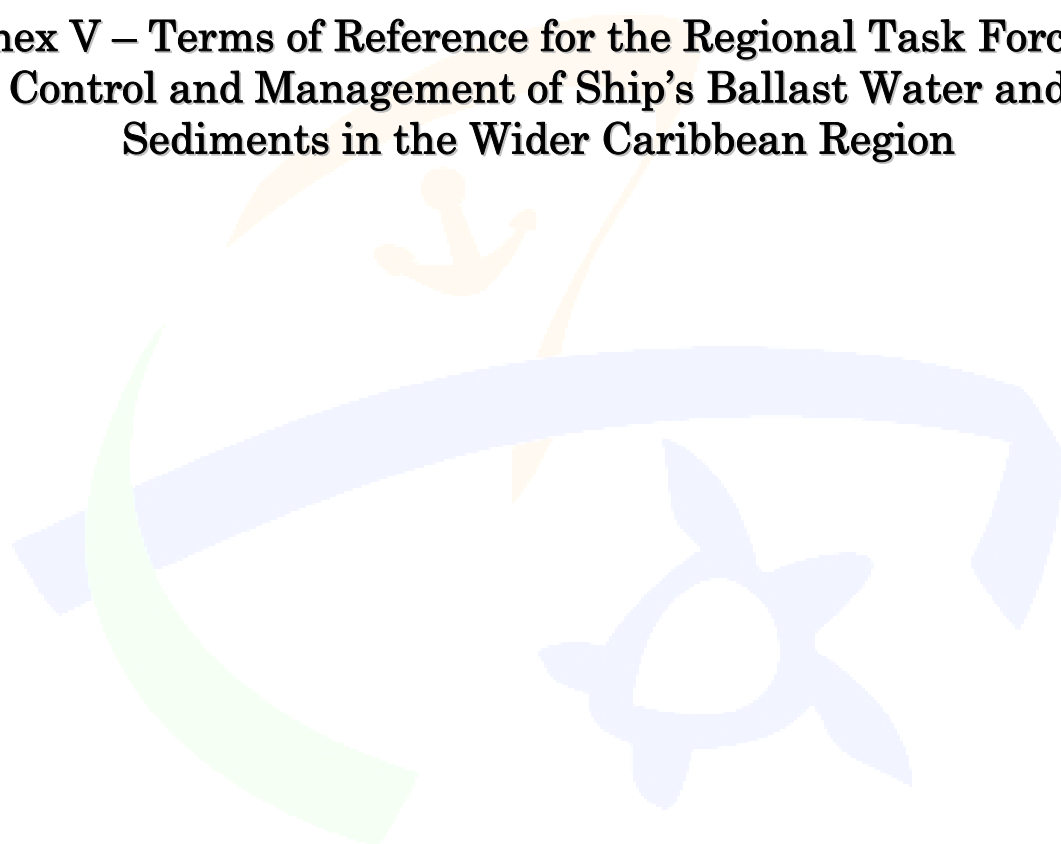
Annex IV – Summary of Country Status Reports





REGIONAL ACTIVITY CENTER/REGIONAL MARINE POLLUTION EMERGENCY, INFORMATION and TRAINING CENTER (RAC/REMPEITC-Caribe)

Annex V – Terms of Reference for the Regional Task Force on Control and Management of Ship’s Ballast Water and Sediments in the Wider Caribbean Region





Terms of Reference for the Regional Task Force on Control and Management of Ships' Ballast Water and Sediments in the Wider Caribbean Region

I. Purpose of the Regional Task Force

The Regional Task Force on Control and Management of Ships' Ballast Water and Sediments in the Wider Caribbean Region and El Salvador (hereafter RTF-WCR) should be considered as a supporting regional mechanism established within the framework of the UNEP's Caribbean Environment Programme (CEP), in order to facilitate:

- a. Bringing into effect the International Convention for the Control and Management of Ship's Ballast Water and Sediments (BWM Convention), adopted in 2004;
- b. Ensuring coherent compliance with and enforcement of the said BWM Convention and of its associated guidelines, recommendations and practices in the Wider Caribbean Region;
- c. Implementing the activities designed under the GEF/UNDP/IMO GloBallast Partnerships Project (GBP), as well as activities and measures decided upon under the Regional Strategy to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens in Ships' Ballast Water and Sediments (hereunder referred to as the Regional Strategy) and its Action Plan;
- d. Promoting legal, technical and scientific cooperation on subjects relating to Ballast Water and Sediments Control and Management;
- e. Exchanging of experiences and information on topics such as BWM measures implemented at the national level and their consequences and Invasive Aquatic Species (IAS) control, management and eradication; and
- f. Contributing to the work carried out at a global level in the field of ships' ballast water and invasive species.
- g. Supporting the activities of the National Task Forces in the region.

II. Mandate of the Regional Task Force in the context of implementing the GEF-UNDP-IMO GloBallast Partnerships Project:

In the context of implementing the GBP, the RTF-WCR should:

- a. develop and adopt a Regional Strategy as well as an Action Plan for its implementation;
- b. serve as a mechanism to expand interest and involvement in the GloBallast Partnerships Project of all Countries in the Wider Caribbean Region as well as other interested Parties and stakeholders;
- c. provide overall strategic policy and management direction to the Project implementation in the Wider Caribbean Region;
- d. provide recommendations to RAC/REMPEITC-Caribe as the Regional Coordination Organization (RCO) charged with coordinating and managing the Project activities in the region;



- e. assist in identifying and allocating Project support for regional activities consistent with programme objectives;
- f. identify additional funding to support the outputs and activities of the Project;
- g. raise issues and concerns, and generate regional status reports, for consideration at the GloBallast Partnerships Global Project Task Force (GPTF) Meetings;
- h. periodically review and assess the progresses of the Project and its components;
- i. create mechanisms for interaction with the private sector (shipping, ports), Non Governmental Organizations (NGOs) and other stakeholders (e.g. public health) during the Project implementation; and
- j. identify mechanisms for national and regional sustainability on ballast water management issues after the conclusion of GloBallast Partnerships.

III. Mandate of the Regional Task Force in the context of implementing the Strategy and its related Action Plan:

In the context of implementing the Regional Strategy and its related Action Plan, the Task Force should oversee, coordinate, and facilitate the work on:

- a. regular revision and updating of the Strategy and Action Plan in accordance with the latest developments on ballast water control and management at the regional and global level;
- b. promotion of the revision/development of national legislations, regulations and procedures on ballast water control and management with the view to ensuring a harmonized approach consistent with the BWM Convention;
- c. provision of a clearing house mechanism for information exchange on invasive aquatic species in ballast water in the region as well as on technical and administrative control measures taken nationally, regionally and worldwide;
- d. development and delivery of a training programme for personnel involved in ships' ballast water control and management activities;
- e. promotion of measures designed to enhance the public awareness of ships' ballast water and invasive aquatic species issues;
- f. coordination of national and regional surveys and monitoring activities of invasive aquatic species;
- g. coordination of national and regional risk assessment activities including selection of the appropriate follow up measures and management responses;
- h. promotion of research and development in the field of ballast water treatment techniques and technological methods of controlling the transfer of invasive aquatic species;
- i. achieving regional agreements on harmonized Compliance Monitoring and Enforcement (CME) systems and providing guidance to countries for the adaptation and implementation of such systems at national level;
- j. identification of adequate resources for implementing activities under the Strategy and its Action Plan from relevant Regional Organizations, Countries in the Wider Caribbean Region, regional and international shipping and port industries, bilateral and multilateral donors and technical cooperation programmes;



- k. ensuring the long-term sustainability and continuity of activities from self-financing sources within the region.

IV. Establishment and functioning of the Regional Task Force:

1. Establishment of the Task Force:

- the RTF-WCR is established as a Working Group;
- the RTF-WCR is set up by the National Focal Points of the GloBallast Partnerships Project or alternatively the designated representatives of a National Lead Agency identified by the Countries.

2. Composition of the Task Force:

- the Task Force comprises the National Focal Points of GloBallast Partnerships Project or alternatively the designated representatives of a National Lead Agency identified by the Countries;
- the Task Force is also composed of and assisted by the relevant International and Regional Organizations, namely the International Maritime Organization (IMO), the Caribbean Regional Coordinating Unit of the United Nations Environment Programme (UNEP CAR/RCU), the Central American Commission on Maritime Transport (COCATRAM);
- representatives of major stakeholders (e.g. other interested regional agreements, industries, scientific communities, academia, NGOs, etc.) will be invited to attend the RTF-WCR Meetings and might be integrated into the RTF-WCR as deemed appropriate by its Members.

3. Chair and Secretary of the Task Force:

- The Chairmanship of the RTF-WCR will rotate between the Countries member of the Task Force, starting with the Lead Partnering Countries of GBP. The Chairmanship should change at the beginning of each RTF-WCR Meeting and be approved in plenary.
- RAC/REMPEITC-Caribe will serve as Secretary to the Task Force and to the Task Force Meetings.

4. Modus operandi:

- the Task Force carries out its work by correspondence and by organizing technical subject meetings as appropriate;
- during the preparation and adoption of the Strategy and its Action Plan, the Task Force will meet three times (2009, 2011 and 2012) within the framework of the GloBallast Partnerships project;
- in the longer term, general meetings to review and evaluate the implementation of the Strategy and its Action Plan should be organized at least once a year;
- the RTF-WCR should periodically examine and review the present Terms of Reference and make appropriate recommendations.



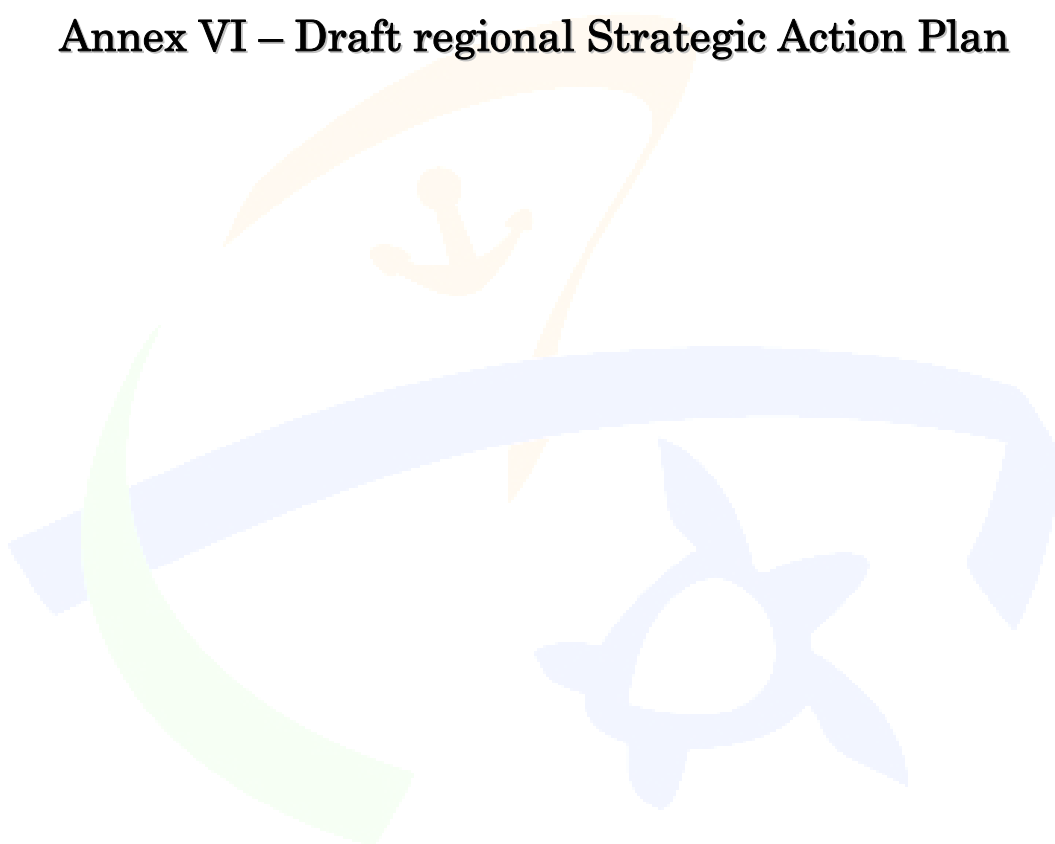
5. Reporting:

- The RTF-WCR, through its Secretariat should report to relevant Meetings such as Intergovernmental Meeting on the Action Plan for the Caribbean Environment Programme. The report should take the form of a progress report, including appropriate recommendations and proposals on the implementation of Strategy and its Action Plan.



REGIONAL ACTIVITY CENTER/REGIONAL MARINE POLLUTION EMERGENCY, INFORMATION and TRAINING CENTER (RAC/REMPEITC-Caribe)

Annex VI – Draft regional Strategic Action Plan





Regional Strategy to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens in Ships' Ballast Water and Sediments Wider Caribbean Region

I. Introduction and Background

The Wider Caribbean Region and El Salvador (WCR), due to its strategic location, is an active region of the world economy and a major hub for shipping. Nowadays, shipping carries more than 90% of the world's goods and commodities and is essential to the global economy. To keep their balance, stability and ensure structural integrity, especially while unloaded or partially loaded, ships need to carry ballast. As shipping efficiency improved and technology became available, solid ballast were replaced by ballast water.

The issue of aquatic invasive species, including the transfer of harmful aquatic organisms and pathogens (HAOP) in ships' ballast water and sediments, has been identified by the International Maritime Organization (IMO) as one of the greatest threats to global marine bio-diversity and ecosystems (along with land-based sources of pollution, habitat loss and overfishing), and is also a significant threat to coastal economies and even public health. Global economic impacts from invasive aquatic species, including disruption to fisheries, fouling of coastal industry and infrastructure and interference with human amenities, are estimated to exceed tens of billions of dollars per year. The impacts are set to increase in coming years, as the world economy is globalizing more and more and relying further on shipping and as there is a certain latency before noticing the presence of invasive aquatic species. Countries in the WCR are at particular risk as new markets and therefore new ports and shipping routes are created. Several ports in the region export bulk commodities and oil and in return receive large amount of ballast water, and are thus potentially exposed to the transfer of HAOP into their ecosystem. Furthermore, some of the Countries are islands and rely largely on shipping to import necessary goods. The possible implications of this issue on marine environment protection and biodiversity in the region as well as on human health and economy are therefore extremely important. Indeed, once they have become established, it is virtually impossible to control or eradicate invasive marine species.

The consequences of these invasions could include:

Ecosystem changes: The original species composition and/or ecological processes may be altered by the introduction of alien (invasive) species.

Economic impacts: Fisheries, tourism (including diving) and coastal industry and other commercial activities and resources may be disrupted by the invading species resulting in loss of revenue and/or removal costs.

Public health impacts: People may fall ill or even die from consumption of, or direct exposure to toxic organisms, diseases and pathogens introduced through ballast water.

In response to the aquatic threat, IMO member States have adopted in 2004 the *International Convention for the Control and Management of Ships' Ballast Water and Sediments* (BWM



Convention), which provides a new international legal regime to address this threat. In its article 13, the Convention requires Parties with common interests to protect the environment, human health, property and resources in a given geographical area and to provide technical assistance to train personnel, to initiate joint research and development programmes and undertake action aimed at the effective implementation of the instrument. Strengthening national and regional capacity and fostering regional co-operation for the effective implementation of this convention is critical for successfully managing the issue of invasive species. A set of such measures in a form of a regional Strategic Action Plan (SAP) can be considered and endorsed by the member Governments.

II. Objectives of the Regional Strategic Action Plan (SAP)

The overall objectives of this regional SAP are:

- To provide a regional framework for the activities that need to be developed and implemented within the WCR in order to minimize the transfer of HAOP in ships' ballast water, in accordance with the BWM Convention and relevant programmes such as the GEF/UNDP/IMO GloBallast Partnerships project; and
- To enhance regional cooperation and capacity towards protection of the marine environment using the existing regional bodies.
- To facilitate the implementation of the BWM Convention, by IMO Member Countries within the Region.

The specific objectives of the proposed SAP are to:

1. Ensure effective co-ordination and support of the ballast water related activities through the establishment of the necessary institutional framework.
2. Increase awareness on the dangers associated with the transfer through ballast water of Invasive Aquatic Species (IAS)
3. Build capacity and provide training to address ballast water management matters at the regional and national levels.
4. Develop and implement regional and country specific programmes to identify and ensure the protection of sensitive values at risk.
5. Facilitate the necessary regional coordination and co-operation required for development of legal, policy and institutional arrangements at the national level to address the issue of ballast water.
6. Develop and implement compliance monitoring and enforcement programmes to ensure the successful implementation of the BWM Convention.
7. Encourage regional co-operation to ensure harmonized implementation of the standardized regime for ballast water management and control.
8. Identify any opportunities for self-financing of ballast water related activities to ensure sustainable implementation of the international requirement and protection of the coastal and marine resources at the regional level.



III. Description of the Region

1. General

The Strategic Action Plan covers the Wider Caribbean Region, as defined by the Cartagena Convention, comprising Territories and States pertaining to the following Countries: Antigua & Barbuda, the Bahamas, Barbados, Belize, Colombia, Costa Rica, Cuba, Dominica, Dominican Republic, France, Grenada, Guatemala, Guyana, Haiti, Honduras, Jamaica, Mexico, the Kingdom of the Netherlands, Nicaragua, Panama, Saint Kitts & Nevis, Saint Lucia, Saint Vincent & the Grenadines, Suriname, Trinidad & Tobago, United Kingdom, United States of America and Venezuela. In addition, the SAP also covers El Salvador.

Coastal tourism is one of the major sources of income for many of the Countries of the WCR. The coastal waters of the WCR contain biologically diverse (with many endemic species) and highly productive ecosystems that support both fisheries (both major industrial fisheries and artisanal fisheries) and tourism (e.g. diving). These sensitive ecosystems provide an important livelihood for many coastal communities. Due, amongst other factors, to the presence of the Panama Canal, the maritime traffic in the WCR is important, and the region counts with numerous busy ports. There is also a significant offshore oil industry in the region (e.g. Gulf of Mexico), as about one third of the world oil production originates or passes through the WCR.

Globalization has brought great changes to shipping in the Region. Ships are becoming bigger and faster, which means that more ballast water is carried by ships from and to the countries in a shorter time, letting unwanted stowaways more chances to survive. Furthermore, environmental concerns, especially marine, are trans-boundary. Any environmental problem within any part of the region, can no longer be considered as an isolated or localized incident, but rather as a matter with potentially far-reaching ecological and socioeconomic implications. In this regard, the spreading of the Indo-Pacific Lionfish in the region should be noted.

All countries in the WCR are Member States to IMO and have a strong history of ratifying IMO Conventions, with a common interest in the protection of the marine environment. They all have shown great concern on the threats of the human activity to the world ocean, particularly the biological invasion through shipping activities.

2. Existing Cooperation Schemes for the Protection of the Marine Environment

There is an encouraging history of co-operation between the Countries in the WCR. Examples of collaborative activities under the Cartagena Convention include the adoption of the Caribbean Island Oil Spill Plan, the development of a Regional Contingency Plan in Central America and several full scales GEF projects including the participation of several countries (including the GEF CABI UNEP project *Mitigating the Threat of Invasive Species in the Insular Caribbean*).



IV. Principal Actions

The principal actions outlined in this SAP are structured to initiate and help support ballast water management measures throughout the region in a manner that is sustainable and consistent with international regimes.

1. Legal & Policy Review for Ballast Water Management

With the adoption of the Ballast Water Management Convention by consensus at IMO, countries of the WCR are being encouraged to ratify the convention as early as possible, but in the meantime adopt the necessary measures including guidelines and resolutions, mandatory or with the liberty on policy issues, to ensure the implementation of the BWM Convention into national legislations.

Countries will need to carry out a review of existing legal and policy frameworks related to Ballast Water Management so that any new legislative requirements in the future will comply with the Convention in the development of national regulations.

In order to facilitate the national-level reform processes, and to harmonize the approaches taken within the region, national and regional meetings will be conducted to focus on developing the necessary tools, templates and strategies. Lessons and materials from the GloBallast Programme and pilot countries where this process has been undertaken may be used as aides in this process.

2. Training

A pre-requisite for any successful programme on ballast water management is to identify all stakeholders and bring them to a common platform in terms of developing the preliminary skill-base to deal with ballast water management matters and bio-invasion in general, with the view to facilitating discussion among the various stakeholders in each country and in the region. Several activities contained in this strategy address training and capacity building issues with respect to specific areas of ballast water management.

An introductory training course on ballast water management, using the GloBallast training package, should be delivered to every Country in the region, providing an excellent first step and foundation for all further activities in ballast water management. It is foreseen that within the framework of the GloBallast Partnerships project, regional training will also be held on legal, policy and institutional aspects (LPIA) as well as on Compliance Monitoring and Enforcement (CME) and Public Relations Activities.

The regional training efforts are undertaken with a train-the-trainers approach to ensure that capacity is built for further training efforts and continuity. This training will target all stakeholders, including but not limited to: Port State Control and Port health officers, environmental agencies and ship agents. It is therefore anticipated that each country will replicate the training programmes at the national level. GloBallast Partnerships and



RAC/REMPEITC-Caribe will provide the relevant training package in the appropriate languages to requesting Countries.

3. Regional Cooperation

A key objective of this activity is to achieve regional coordination (while including also El Salvador) and harmony in the implementation of BWM Strategies in line with the BMW Convention. Regional cooperation and team work are also necessary to for the continuous and joint progress of all the states of the region through the dissemination of lessons learned from the national level to the regional levels activities and replicate lessons learned during the implementation of the GloBallast Partnership Project throughout the Region. The Regional Task Force (RTF-WCR) for Ballast Water Management created within this project will help to facilitate the process as well as establish linkages with other regions at continental and global levels. The creation of working groups will help facilitate these linkages and will maintain continuous control and monitoring of the activities during the implementation of the GBP

4. National Task Forces & Action Plans

An important step in achieving the proposed objectives of the SAP will be the creation of National Task Forces (NTF) including all the main stakeholders in ballast water management taking into consideration IMO related guidelines. The NTF in each of the participating countries will develop their National Action Plan for ballast water management with the support of the RTF-WCR, including the provision of templates through the GloBallast Programme as appropriate and other related programmes or projects.

NTF should meet at least once a year. Each country of the WCR should appoint a National Coordinator as the contact point for ballast water related activities to facilitate continuity and stability in the execution of tasks to accomplish the objectives of the RTF-WCR.

5. Institutional Component

The Cartagena Convention may provide appropriate legal framework to channel the efforts at the regional level in the Wider Caribbean Region. It may be necessary to work through RAC/REMPEITC-Caribe to facilitate a more comprehensive participation and longevity for ballast water management initiatives. Some other structures within the region which must be given consideration include:

- Caribbean MoU
- ROCRAM and COCATRAM
- Viña del Mar MoU

6. Communications and Public Awareness-raising Component



The danger of uncontrolled discharges of ballast water is not well known at the national and regional levels. This lack of information and generally low level of awareness of BW issues are major obstacles requiring priority attention.

To increase the level of public awareness, the following actions will be taken at the regional and national levels:

- Engage a public relations and public communication specialist to assist in development of the programme
- Dissemination of relevant and effective awareness materials (e.g. the BWM Convention, documentaries, posters, documents etc. as prepared by the GloBallast Project, IMO and other related programmes)
- Holding workshops & seminars at Regional and National level ;
- Use of internet web sites, TV, radio, print & electronic media;
- Use of a Regional Environmental Information Management System (EIMS) established by the RTF-WCR.;
- Use of any other relevant and effective mechanisms to reach targeted audiences within the region, as may be decided by the RTF-WCR.

To facilitate information exchange among the participating countries, an information exchange network is considered necessary for the region. This network will facilitate communications with and between countries, as well as function as a clearinghouse for data and ballast water management related information within the region. The network will also ensure appropriate linkages with other regions and international programmes (e.g. GloBallast) involved with this issue.

Role-players in the communication network:

IMO & GloBallast Partnerships Programme

- Dissemination of information on international trends and activities in ballast water management
- Provide technical support to the region through the appropriate mechanisms (e.g. awareness materials, project templates, linkages with other regions/programmes, subject matter experts)
- Working with the regional implementation partners to organize regional activities

RAC/REMPEITC-Caribe

- Dissemination of information on regional trends and activities in ballast water management, through the Environmental Information Management System (EIMS).
- Consolidation of information and data related to ballast water management, through the EIMS.
- Direct communication and liaison with countries on issues of ballast water management.
- Local and regional level coordination of workshops and meetings

Caribbean & Viña del Mar MoUs

- Dissemination throughout the region of information related to ballast water management aspects of port state control



7. Port Biota Baseline Surveys

A port baseline survey is considered vital for assessing existing natural conditions and the presence or absence of introduced marine species. Such surveys should be conducted in accordance with internationally adopted protocols / guidelines such as the protocol used by GloBallast (CRIMP Protocol), and should be conducted on an ongoing basis as a long-term biological monitoring programme for each port in the WCR. This will allow any existing introductions to be tracked and managed, and any new introductions to be detected. In order to accomplish these tasks the following activities are necessary:

- Establishment of a Regional Scientific Committee (see **Action 11**) to advise on appropriate PBBS activities as related to ongoing BWM initiatives within the region.
- Development of a regional proposal to include further PBBS training and capacity building (equipment, taxonomy etc.) as well as pilot survey projects.
- Engagement with appropriate international and regional organisations (e.g. GISP, IOI, IUCN) for potential technical assistance and support.
- Training to delegates from all countries in the WCR.

8. Risk Assessment

To facilitate effective ballast water management, each country needs to know the level and types of risks of introductions that its ports may face, as well as the most sensitive resources and values that might be threatened. Risk assessments at the national/port level can function as a useful tool for such management, given that adequate background information is available. A regional-level risk assessment could be used to identify the priority ports for detailed risk assessments.

9. Compliance Monitoring and Enforcement (CME)

In the anticipation of the imminent entry into force of the BWM Convention, a generic CME System needs to be developed at regional level. A possible model for such a system encompassing guidelines for Port State Control is currently under preparation by IMO and this could serve as a foundation for national CME packages, which will have to be included in the national strategies of the countries of the region. Capacity building and training in the relevant agencies and organizations designated to implement the Convention will be another priority.

The countries will be responsible for developing both port state and flag state aspects of the CME system. With respect to port state provisions, the Caribbean and Viña del Mar MoUs may be instrumental in serving as a regional platform.

Countries should be encouraged to establish pilot survey projects to develop monitoring of ballast water and environmental waters close to the places of discharges.



10. Resources and Financing

Recognizing that budgetary resources provided through multilateral and bilateral donors are not infinite, one of the objectives of this SAP is to identify various opportunities for self-financing of the ballast water related activities beyond the external intervention.

Since the development of self-financing mechanisms will largely be handled at the national level, the RTF-WCR shall aid the review of opportunities for self-financing of the activities related to ballast water management to the extent possible (e.g. GloBallast Self Financing Report). The RTF-WCR will evaluate any opportunities for ongoing resource mobilization, contributions, collaborations or co-financing in order to help sustain ballast water management activities in the long-term.

11. Regional Scientific Committee

A Regional Scientific Committee should be established and provide guidance to the RTF-WCR as appropriate. The members of this Committee should be named as appropriate by the RTF-WCR. The activity should be coordinated through the Secretariat of the RTF-WCR.

The Scientific Committee will notably explore the possibilities of funding from IMO/GEF/UNDP or other international or regional organization to facilitate a Regional Globallast PBBS. The training could be conducted in Colombia because of their available infrastructure and expertise in PBBS.

V. Expected Outcomes

The expected outcomes from implementing the SAP will include:

- the increased public & political awareness and support for ballast water management approaches in the region;
- strong and continuing presence of ballast water management and control capacity in the region;
- reduction in the transfer of potentially harmful organisms to the region's marine environment
- adoption of harmonized national and regional approaches consistent with IMO requirements including accession to the BWM Convention;
- uniform application of regulations related to the ballast water management convention;
- regional network of coordinated research and monitoring centres for ballast water transfers connected to a global network;
- increased level of protection and conservation of habitats and species of national, regional and global significance;
- protection of fisheries and aquaculture/mariculture activities in and around coastal areas;
- protection of other economic activities including tourism and other coastal industries;
- protection of infrastructure that may be threatened by IAS;

- increased engagement of industry in the ballast water issue;
- increased levels of protection of human health;
- reduction of the loss of coastal biodiversity and degradation of coastal environments; and
- informed and effective participation in the ballast water management and control process at global level.

VI. Work plan

A work plan for the implementation of SAP related activities can be summarized as follows:

Step	Description	Responsible Parties	Timeframe
1	Final translation in Spanish of the Regional SAP.	RAC/REMPEITC	At the latest by late Jan. 2010 2 months given to RTF-WCR for review and comments
2	Designation to RAC/REMPEITC-Caribe of a Lead Agency and a national focal point and national coordinator	Countries	1 st Quarter 2010
3	Translation of one guideline produced within GBP	Panama, Colombia	End of 1 st Quarter 2010
4	Adoption of the Regional SAP.	Countries	As decided by the RTF-WCR Chairman but no later than 2 nd Quarter 2010
5	Establishment of National Task Forces (NTFs) to develop National Action Plans (NAPs) and review Legal, Policy and Institutional Framework based on the activities included in the SAP using the tools and guidelines provided by GBP.	Countries, NTF	All Countries should have a NTF established by the end of 2010
6	Carryout awareness-raising campaign with the use of specific tailor-made awareness materials and methods including materials developed by GBP. Establish national websites/webpages to deliver information on ballast water activities occurring at the national level	IMO, GBP, , RTF-WCR, RAC/REMPEITC, UNEP CAR/RCU, Countries	2010 ongoing 2010 for the websites/webpage
7	Establish Regional Scientific Committee to support the SAP.	RAC/REMPEITC, RTF-WCR	2010 to 2011
8	Facilitate the development of generic risk assessment systems at regional level.	GBP, , UNEP CAR/RCU	2010 to 2011
9	Identify relevant institutions able to deliver training packages as developed within GBP	Countries	2010

Step	Description	Responsible Parties	Timeframe
	Require persons who have already been trained to identify any challenges impeding the conduct of training activities		
10	Develop a training package to be delivered online to allow for further dissemination at the national level	GBP, RAC/REMPEITC	2010
11	Facilitate capacity building / training activities targeting all stakeholders, including but not limited to: Port State Control and Port health officers, environmental agencies and ship agents using certified training institutions	IMO, GBP, Academies and other training institutions	2010 on going
12	Establish co-operative links with relevant organizations at the regional and global level.	IMO, GBP, RTF-WCR	2010 on going
13	Participate in global and international events related to ballast water management.	IMO Globallast, Countries	2009+
14	Identify the human, technical and financial resources to conduct PBBS taking into consideration the guidelines developed (e.g. CRIMP protocol) in specified ports	Countries	2011
15	Identify appropriate regional databases on IAS which could be used to address BWM issues. Invite Countries to send IAS information to Venezuela (www.inea.gob.ve) for further diffusion	Venezuela RAC/REMPEITC UNEP CAR/RCU	
Note: the demo and generic activities conducted at regional level will need to be replicated in the participating countries. A mechanism for sharing lessons learnt should be developed at regional level.			

VII. Implementation and funding of SAP

The RTF-WCR will be responsible for overseeing the implementation of the SAP. The RTF-WCR should comprise the National Focal Points of GloBallast Partnerships Project or alternatively the designated representatives of a National Lead Agency identified by the Countries. The NFP will be supported by National Task Forces developed at the country level based on national priorities. A contacts directory (e-mail, telephone, fax, etc.) shall be maintained for communication between RTF members by the Secretariat of the RTF-WCR.

The RTF-WCR should meet every two year during GloBallast Partnerships, and every year later on, to review the implementation of the National and Regional Action Plans and make recommendations and decisions on relevant matters. The SAP will be reviewed and revised as necessary and appropriate under the RTF-WCR in order to ensure effectiveness and consistency with the dynamic international ballast water management regime.



It is recommended that the maritime industry (including ports of the region) be made fully aware of the issue and involved in the SAP activities.

Funding for implementation of the SAP may be explored from different resources including national, regional and/or international ones.