Atlantic Blue Ports

An INTERREG Atlantic Area Programme

Introduction

DEAR READER,

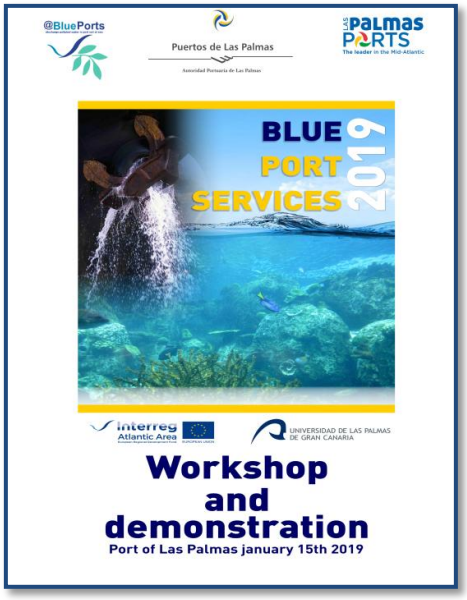
The “Atlantic Blue Port Services” project is bringing together all parties engaged in the delivery of port services for the management of ships’ effluents to come up with future services and best practices. Topics include the protection of national sea waters; the development of advanced techniques and processes for the treatment of effluents as well as the control of treated water and the monitoring of sea water in port areas.

In order to effectively make progress with the right experts, , the Consortium is being supported by a Task Force: a think tank involving concerned and interested parties in the partner countries and at European and international levels.

For more information about the aims and objectives of the Atlantic Blue Ports Project please visit our website at : https://www.blueportservices.com.

2nd progress Meeting of the Project in Las Palmas: first test of the port based ballast water treatment system “InvaSave”

The second meeting and workshop of the project took place in the port of Las Palmas in January 2019; the event welcomed the participation of a good number of Spanish companies including the Spanish port organisation, the ports of Gijon, Sevilla (representing the Andalusian ports), the Canary Island ports, local MARPOL operators, the University of Las Palmas and PLOCAN (a collaborative organisation for tests at sea) and the other members of the Atlantic Blue Ports consortium.



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Discussions included the management issues of ship's in islands such as Las Palmas which provides facilities for ship and offshore platforms, including repair, maintenance, bunkering and effluent discharge. The islands benefit from beautiful but very sensitive marine landscapes, attracting tourists and cruise companies.

The workshop underlined the need to offer new services for the treatment of ballast water, what could exempt ships operating on fixed routes to invest in embarked systems. Project partners, Damen Green and Luminultra (certified by IMO) presented details of their port based treatment system "InvaSave" and the technologies/processes required to control the quality of ballast water. The cruise ship company Carnival opened discussions regarding the use of close or open loop scrubbers in ports. Despite a lack of regulation, the potential pollution of sea water is a new concern for ports and cruise companies alike.

The participants took part in the first demonstration of the "InvaSave" system in the port of Las Palmas and visited the port to view its impressive ship repair facilities and multiple terminals.

Test of "InvaSave" (1st port BWT system certified by IMO) developed by DAMEN GREEN SOLUTIONS

MEPC73 agrees that certification of BWTS installed on new ships must pass biological tests for compliance

Regulatory guidance on the use of indicative analysis methods to validate the commissioning of installed ballast water treatment systems (BWTS) on new build ships has been welcomed by Canada-based biotechnology specialist LuminUltra as a positive development for the global maritime industry.

Until now, there was no requirement to prove that treated waters were compliant with the rules. Only a ballast water treatment plant's electrical and automation systems and physical parameters were checked during the commissioning process. Biological testing of treated water was not a requirement.

The 73rd session of the IMO's Marine Environment Protection Committee, however, agreed that indicative testing methods to analyze all organism size factions defined in the Ballast Water Management Convention's D2 regulation and listed in Circular BWM.2/Circ.42/Rev1 should be used to demonstrate that the treatment system's biological processes are working properly.

Importantly, it was agreed that all the three size classes of organisms need to be measured and assessed. This is because Zooplankton – one of the most difficult organisms to treat during the type approval process – can remain viable in sediments where there is little light, while Phytoplankton is more easily treated.

LuminUltra CEO Pat Whalen said: "This new guidance means that a ballast water treatment system can no longer be certified for operation unless compliance has been validated as part of the commissioning process, which is good news for shipowners and the environment. Problems can occur during the BWTS commissioning phase, including damage to important components or incorrect installation of the system. This can result in the system not working as it should, resulting in a lack of confidence that it will be compliant with the regulations. Testing during the time of commissioning validates the installation to deliver confidence to ship owners and operators that their type-approved ballast water treatment systems are working properly, especially given recent reports that a significant number of installed BWTS are not working as they should" .

The guidance is currently specific to new build ships only, but a proposal is expected to be submitted to MEPC74 requesting the regulation be extended to cover installed ballast water treatment systems.

B-QUA is the only single monitoring and verification test that can measure all organism size groups required by D2 standards with the same method.

For more information: www.luminultra.com

LUMINULTRA®
microbial monitoring

Scrubbers good for air, not for sea water?

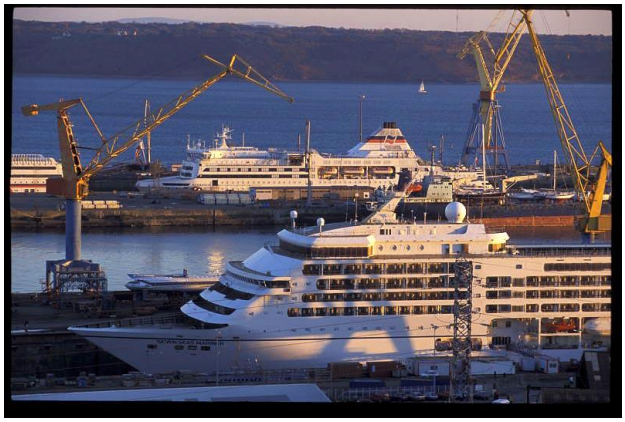
During the 2nd workshop and progress meeting the above question was raised through testimonies of the cruise company Carnival Corporation and the European association “Cruise Europe”.

Valérie Chatterley, manager at Carnival Corporation (almost 110 vessels in the world) travelled from the USA to discuss their concern related to the use of scrubbers in ports, following notifications of some ports that the use of open loop at berth should follow the regulation.

But there is no specific regulation. The “Article R 5333-28 of the Transport Code states that it is forbidden to discharge water containing hydrocarbons, hazardous materials, sediments, or other organic or non-organic matter that may be harmful to the environment. If the ship uses a scrubber in port waters, it must ensure that its impact and the technology it uses (open loop, closed loop, hybrid) are in accordance with this regulation. As such, when the scrubber is in use in the port, the harbour master’s office may ask for proof that there is no polluting or harmful discharge for the port water ecosystem.” said Valérie Chatterley.

The company, as many others, has invested in open loop scrubbers. The systems are type-approved and fulfill air and water regulations, in particular the R2 limits posed in the Order of 9 August 2006 concerning the levels to be taken into account when analyzing discharges into surface waters or marine sediments, estuarine or stream extracts or channels falling respectively under headings 2.2.3.0, 4.1.3.0 and 3.2.1.0 of the nomenclature annexed to Article R. 214-1 of the Environment Code. These limits are specific to stationary point source discharge e.g. shore side industrial plants. However facing a total lack of European/ International regulation regarding sea water discharge of scrubbers, this is the only one comparison and criterion finally suggested by the Port of Marseille to try to solve the question: can cruise vessels be authorized or not to use open loop scrubbers in ports?

To avoid any risk, several ports (including the biggest ones) have now decided to refuse the use of scrubbers in ports. But several questions remain: there is a big difference between open and closed loop scrubbers; are they both being refused? There are even important differences between the various open loop systems. Are they all concerned or would it be possible to refer to a certification or qualification process to make an



overall decision? And last, certainly one main question: is it realistic to delegate the decision to each port regarding the use or not of scrubbers at berth? Isn't it the role of European or International regulatory bodies?

The association "Cruise Europe" (associated partner of the project) is looking at the question. It will carry out a survey to analyse the situation with the support of its members. Cruise is an important source of income for the ports. Ports are responsible to preserve the water quality in their port. Everyone involved agrees on the goal: to protect sea water quality. So there is certainly a reasonable way forward.

More information especially on water quality tests: https://www.carnival.com
and on Cruise Europe: https://www.cruiseeurope.com

European Maritime Days 2019 – Lisbon 16th -17th May

The European Maritime Day is an important event for the maritime community. This year the event took place in Lisbon, an ideal location for the project that has numerous Portuguese partners, especially from Lisbon and Setubal.

The consortium took an active part in the European Maritime Day 2019 to promote the project results, meet with relevant organisations and discuss related regulations and environmental concerns. In particular the project discussed the IMO Ballast Water Management Convention implementation scheme, the environmental risks linked to invasive species and the need to reinforce sea water monitoring capacities in ports to detect pollutions of all kind at an early stage.

A number of events were organised under the umbrella of the EMD:

- 16th May 2019, A workshop 'Invasive Species and the IMO Ballast Water Convention' in the conference center.
- 16th & 17th May 2019, 15.30 – A demonstration of the port based ballast water treatment system 'InvaSave' in the Port of Lisbon.
- 16th & 17th May 2019, throughout the day – exhibition of the Atlantic Blue Port Services project.

The Atlantic Blue Ports project booked three stands at the exhibitiont that introduced each one of the three main issues being addressed by the project: what are the risks associated with shipping and port activities regarding invasive species and pollutants? What are the seawater monitoring facilities they

use to detect pollution? And how port reception and treatment facilities for ships effluents contribute to reduce marine pollution.

They attracted a number of visitors, including the Commissioner Vera who stopped at the stand to gather more information on the project.

The stands The workshop

At the demonstration of the port based “InvaSave” ballast water treatment system in the port of Lisbon, water rejected in the port -

The workshop and the demonstrations of the InvaSave technology in the port of Lisbon also caught the interest of the EMD participants with almost 60 attendees for the workshop and 50 for the demonstrations.

Additional information and news will provide feedback of the EMD event in the next newsletter. The event and its activities marked an important step forward for the project.

For more information about Atlantic Blue Port Services : contact@blueportservices.com

Note for the readers:

The project partners are very engaged in the project and confident that it will lead to innovative but realistic and practical solutions for the management of ships effluents.

The project is co-funded by the European program Interreg Atlantic area, without which it could not fly.

For more information: www.blueportservices.com ; www.atlanticarea.com