Atlantic Blue Ports
An INTERREG Atlantic Area Programme

Introduction

DEAR READER,

The project "Atlantic Blue Port Services" is a cooperation platform designed to allow 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 control of treated water and monitoring of sea water in port areas.

Obviously, such work can't be carried out in closed groups. Studying and acting on these topics requires considering studies and taking actions at national, European and even international levels. Therefore, the Consortium is supported by a Task Force: a think tank involving concerned and interested parties in the partner countries and at European and international levels.

The Atlantic Blue Ports Project Partners are glad to share this newsletter with you and welcome you to join us: 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 project meeting and workshop were organized in the port of Las Palmas in January 2019. It was the occasion to mobilise the Spanish community. The sessions welcomed the Spanish port organisation, the ports of Gijon, Sevilla (representing the Andalusian ports), the Canarian ports and MARPOL operators of the Islands, the university of Las Palmas and PLOCAN (a collaborative platform for tests at sea) and the whole consortium.started.

Following this, Tasks Forces were born in Spain, France, Netherlands and Ireland with similar composition and organised in thematic groups, modelled on the Portuguese version. The project partners are very happy with the progress made and are very confident that it will lead to innovative but realistic and practical solutions!

The event was hosted and organised by the port of Las Palmas, coordinator for Canaries Islands, with support of the university of Las Palmas and the Chamber of Commerce and Industry of Brest, Lead Partner of the project. The presentations introduced views on effluent management issues, especially in islands such as Las Palmas. Located close to Africa, the port must provide all facilities for ship and offshore platforms, including repair, maintenance, bunkering and discharge of effluents. 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. The companies Damen Green and Luminultra (certified by IMO) presented respectively the port based treatment system "InvaSave" and the technologies/processes required to control the quality of ballast water. At last the cruise company Carnival added new questions 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.

The participants were then invited to follow the first demonstration of the system "InvaSave" in the port of Las Palmas and to visit the port, with its impressive ship repair facilities and multiple terminals.

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

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 only to new build ships, 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

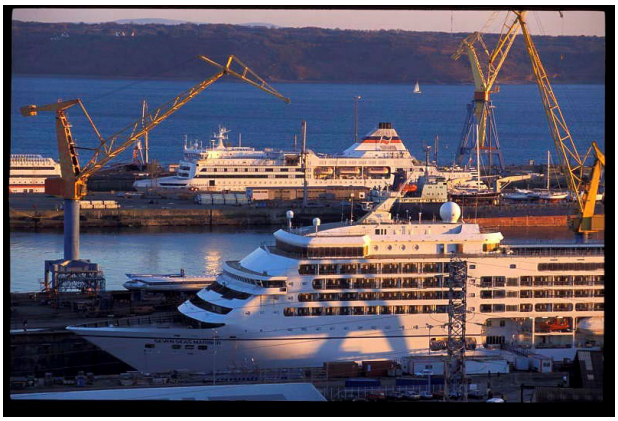
Scrubbers good for air, not for sea water?

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 of environment at Carnival Corporation (106 vessels in the world) travelled from USA to discuss their concern related to the use of scrubbers in ports, following notifications of the port of Marseille that the use of open loop scrubbers at berth should follow the regulation.

But there is no specific regulation. The "Article R 5333-28 of the French 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 harbor master's office may ask for proof that there is no polluting or harmful discharge for the port water ecosystem."



The company, as many others, has invested in open loop scrubbers. The air and water emissions from the systems are continuously monitored and recorder for So2, pH, PAH and turbidity to confirm operations within IMO limits, and the records retained on board for at least 18 months. Water samples are also taken at least annually and analyzed in laboratories for multiple parameters, and the data base of these analyzed systems can be compared against different standards.

One example is 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 lack of European/ international regulation regarding for scrubber wash water parameters (beyond those required by IMO for sea water discharge of scrubbers), this is the only one comparison and criterion finally suggested by Port of Marseille to try solving the question: can cruise vessels be authorized or not to use open loop scrubbers in ports?

To avoid any risk, several ports (including 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 all concerned? There are even important differences between open loop systems. Are they all concerned or would it be possible to refer to a certification or qualification process to take decision? And last, certainly one main question: is it realistic to delegate 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) has taken 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 water quality in their water. Every party 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

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 ; contact@blueportservices.com