

Environmentally Sound Marine Transportation Subcommittee's Partnership Ideas

Excerpt from an email that Lindy Johnson, NOAA liaison for the Environmentally Sound Marine Transportation Subcommittee (ESMT), sent out with the below list of potential partnerships:

Starting from the much more comprehensive list that was circulated several weeks ago, the co-chairs and I have developed a short list of those partnerships for which people are starting to develop, or have developed, more concrete ideas for partnerships or where there are people expressing a desire to work on a partnership. There are [nine][ten] areas so far and they are set forth at the end of this email. To further progress in these areas, we would like to ask each member of the Committee to take the lead on following up and facilitating the formation of partnerships. For those of you who have escaped being asked to take the lead in a particular area, please look at the comprehensive potential partnership list and see whether there is a partnership that would serve your interests and that you might be able to facilitate the formation of a partnership. This bigger list will continue to serve as ideas for the development of further partnerships. For those of you who have been asked to take the lead, please feel free to rely on me and the co-chairs, as well as the rest of the subcommittee, for assistance. (On several, I have names and contact details of people who are interested or are working on the issue.) If you do not feel that you can take the lead on the issue, please let me know.

Potential Developing Partnerships

1. Anchors Away. Two different types of partnerships may come out of this initiative. First, the establishment of mooring buoys in select countries. (Adopt a Buoy program?) Second, the development of submissions to IMO for the creation of no anchoring areas for all ships or certain categories of ships. (Lead: Lindy Johnson) Note: Caribbean Tourism Organization has expressed an interest, two people in the US are working on this issue (Pat Cotter, Joe Schittone)
2. Adverse Effects from Anti-fouling Systems. There are a few possibilities for partnerships on this topic, including exploration of the use of various antifouling paint technology, environmental / regulatory aspects of the use of anti-fouling systems, highlighting that certain segments of industry have moved to using tin-free anti-fouling systems before legally required to do so, and the development of model legislation to implement the recently concluded IMO Convention on the Control of Harmful Anti-fouling Systems. (Lead: Bryan Wood-Thomas)
3. Port State Control Partnerships. Partnerships to address port State control may be developed to cover various issues, including those relating to maritime security. (Lead: ...?...) Note: USCG has identified this as an area for partnerships (Zeke Lyons).
4. Clean Marinas. Several entities have been working on and have published documents or have websites pertaining to the issue of clean marinas, including The Ocean Conservancy, EPA, and NOAA. There may also be an opportunity to work through the Sea Partnership Program of the

U.S. Coast Guard Auxiliary. Development of a partnerships may also energize the creation of a Caribbean Marinas Association. (Lead: Jim Gilbert) Note: There are several initiatives that may feed into this one and several people working on it. The main point of contact for these other initiatives and people is Javier Velez-Arocho from EPA.

5. Hydrography projects. There are two potential projects relating to hydrography. First, there is a GEF-funded project on reducing land-based sources of marine pollution where the value and use of hydrographic data has been demonstrated. This may provide an example to build possible partnerships. Second, NAVOCEANO has a program, the Hydrographic Cooperation Program (HYCOOP) in partnership with the National Imagery and Mapping Agency which accelerates the collection of survey data and the production of nautical charts. The HYCOOP program has been extended to 25 nations to date and may serve as a way to build further partnerships. (Lead: Meg Danley)

6. Designation of Particularly Sensitive Sea Areas (PSSAs). There are two possibilities here. First, the designation of a coral reef around Saba, where there are currently transshipments of oil taking place and occasional ship groundings on the reef. This issue is being explored by Conservation International. Second, there may be a possibility of designating an area of the Meso-American Reef as a PSSA. (Leads: Sian Pullen, Frans J. Tjallingii) Note: Lex Burgel or Silvia Schikhof may take the lead in place of Frans; Conservation International's Mike Smith is also working on the Saba PSSA.

7. Cruise Ships. The parameters of a partnerships involving cruise ship issues has to be further discussed. (Leads: Angela Plott, Jim Murley, Jamie Sweeting, Ellen Athas) Note: This issue has many different possibilities which can be explored. There is a good possibility that a USCG Officer who will be on detail to the State Department may lead this effort, Steve Poulin (who is the embodiment of patience and diplomacy!). Steve begins at State in September and discussions will thus start thereafter.

8. Waste Reception Facilities. This partnership may involve the development of information on the siting and provision of waste reception facilities in the various countries. (Leads: Claudia Grant, Shaun Lawson Laing)

9. IOC. This partnership would build on ongoing efforts in the IOC to use ships as platforms for the collection of weather information. (Lead: Rod Zika)

[10. Ballast Water. Partnerships may evolve between industry, vendors of ballast water technologies, and State in the Region who are interested in addressing this issue. (Lead: Kathy Metcalf) Note: This issue is still be explored as a possibility, thus it is in brackets.]