

# WHITE WATER TO BLUE WATER NEWSLETTER

## September 2003

### Dear White Water to Blue Water Participant:

On behalf of the Steering Committee for the White Water to Blue Water Initiative (hereinafter White Water to Blue Water, or WW2BW), we are pleased to issue the third "White Water to Blue Water Newsletter," a monthly update on the status and activities of the WW2BW Partnership Initiative. This month, we will begin a series of articles highlighting the activities of various Steering Committee Sub-Committees. Through these articles we hope to highlight the progress being made by the international partners organizing the March 21-26, 2004 Miami Partnership Conference. This month we introduce the issues being addressed by the **Sub-Committee on Environmentally Sound Marine Transportation**. This article can be found at the end of the newsletter. In future newsletters we will begin describing some of the partnerships being identified and developed by the various Sub-Committees.

This newsletter is being sent to a wide spectrum of interested participants: WW2BW National Focal Points, partners, members of the Steering Committee, civil society organizations and other stakeholders of the Wider Caribbean Region, and individuals interested in the goals, objectives and activities of the initiative. We encourage you to distribute the monthly newsletters widely to interested parties.

**SAVE THESE DATES!!!**

## **WW2BW MIAMI CONFERENCE – MARCH 21-26, 2004**

### **International Visitor Team Update and WW2BW Outreach Activities**

To date, IVTs have been conducted in Belize, Barbados, Saint Lucia, Jamaica, Grenada, the U.S. Virgin Islands, Nicaragua, Guyana, Aruba, the Netherlands Antilles (Curacao and Bonaire), Puerto Rico, Guatemala, Costa Rica, Honduras, Panama, and Mexico. In the coming month, we expect to carry out IVT missions to Trinidad and Tobago, the Bahamas, and Haiti, and to organize a series of presentations at international fora. The White Water to Blue Water Steering Committee is committed to completing IVT consultations visits throughout the Wider Caribbean by the end of the calendar year.

### **Partnerships Update**

The Partnership Sub-Committee, in conjunction with thematic sub-committees (i.e., the Sub-Committees on Integrated Watershed Management, Integrated Marine Ecosystem Management, Sustainable Tourism, and Environmentally Sound Marine Transportation), has developed an initial list of potential partnerships for consideration by the Steering Committee and National Focal Points. This list provides examples of potential partnerships Country Teams can use as a departure point for the development of their own list of priority projects they would like to see implemented and for which they would be willing to form partnerships with like-minded stakeholders in the region. Look for more information on WW2BW Partnerships in the October WW2BW Newsletter.

## CONFERENCE UPDATE

### SAVE THESE DATES!!!

The White Water to Blue Water regional stakeholders conference will be held **March 21-26, 2004**, at the Hyatt Regency Miami hotel. Mark your calendars, as the registration web page will be available in coming weeks. This conference, which will focus on networking and the creation of public-private partnerships, is designed to gather national "Country Team" delegations of 5-6 persons from diverse ministries such as Fisheries, Education, Finance, Health, Agriculture, Planning and Tourism to address national and regional needs in watershed and marine ecosystem management. Country Team delegations should include, where appropriate, representatives from civil society and the private sector, and are designed to bring together technical experts with policymakers at the national level in order to make science-based, comprehensive management decisions and partnership commitments. The Steering Committee has begun communicating with National Focal Points from each of the countries of the region. National Focal Points are being identified through the "IVT" consultation process; for those countries that have yet to be visited by Steering Committee members, in the interim we are using the list of UNEP-CEP National Focal Points provided by the CEP Secretariat in Kingston, Jamaica. As the conference draws near, we will coordinate logistical arrangements with the National Focal Points to ensure that Country Team delegations are prepared for the conference discussions.

For more information on [WW2BW](http://www.international.noaa.gov/ww2bw), go to:

<http://www.international.noaa.gov/ww2bw>

### Website Update

One of three WW2BW websites is up and running. This site provides general information about the White Water to Blue Water initiative as well as access to WW2BW background documents (such as the current list of Steering Committee members, and PowerPoint presentations on the initiative in English, Spanish and French). All WW2BW newsletters can be found there as well. You can access the website at: <http://www.international.noaa.gov/ww2bw>, and we encourage you to visit the site often.

We expect to launch the **Miami partnership conference website** by early October. This website will include registration and hotel information, and general information for use by all stakeholders, the public and the media. In the meantime, conference updates, including the website's Internet address, will be provided via this monthly newsletter.

The third website, which will function as a **clearinghouse/matchmaker for Wider Caribbean Region partnerships**, is also under construction. The website is being designed and will be maintained by the UNEP-CEP Secretariat in Kingston, Jamaica. All three websites will be linked by World Wide Web hyperlinks.

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### Available Documents

All basic documents on the WW2BW initiative are now available on the NOAA website discussed above. We are also happy to provide these documents by email; please contact us if you would like copies of the following:

- A 2-page glossy (available in English, Spanish, or French)
- WW2BW Basic PowerPoint presentation (in English, Spanish and French)
- Steering Committee Membership List
- Conference Subcommittee Leadership List
- The latest Conference draft Agenda
- Subcommittee Descriptions

In the meantime, the Steering Committee is committed to the broadest possible participation in the White Water to Blue

Water process, and your questions, comments and expressions of interest in participation are encouraged and desired. To communicate with the Steering Committee, you are also most welcome to contact the following Steering Committee members:

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### **Sub-Committee of the Month: Environmentally Sound Marine Transportation**

The issue of Environmentally Sound Marine Transportation (ESMT) is an integral part of WW2BW, because the impacts from boats and ships range from the coastal and near shore environment to the open ocean. These impacts can be divided into two general categories: operational impacts (e.g., the discharge of wastes, anchor damage, damage caused by wake or propulsion, noise) and accidental impacts (e.g., groundings, collisions). The ESMT segment of WW2BW will promote partnerships to address these impacts. Partnerships provide a practical and effective mechanism to involve private industry, governments, non-governmental organizations, academia, funding institutions, international institutions, and others in supporting environmentally sound marine transportation in the Region. While the focus of this segment is to address adverse environmental impacts, it also recognizes that vessels of all types and sizes yield important benefits to the region including through the generation of tourism and providing the means for the import and export of goods. Thus, linkages and partnerships, taking into account all interests, will be encouraged and facilitated before, during, and after the Miami Conference.

The ESMT Sub-Committee is co-chaired by **Ms. Claudia Grant of the Jamaica Maritime Authority** (email: [cgrant@jamaicaships.com](mailto:cgrant@jamaicaships.com)) and **Dr. Rod Zika of the International Seakeepers Society and the University of Miami** (email: [rzika@rsmas.miami.edu](mailto:rzika@rsmas.miami.edu)). **Ms. Lindy Johnson**, a legal advisor for the U.S. National Oceanic and Atmospheric Administration, is the sub-committee facilitator (email: [Lindy.S.Johnson@noaa.gov](mailto:Lindy.S.Johnson@noaa.gov)). The following article on the work of the ESMT sub-committee has been submitted by Ms. Johnson.

## WW2BW: From Concept to Concrete Reality

Lindy S. Johnson  
ESMT Committee Facilitator

The objective of the White Water to Blue Water Initiative (WW2BW) is to use all types of partnerships to increase the protection of the environment while promoting sustainable development in the Wider Caribbean Region. To achieve its objective, the initiative focuses on an integrated approach among four thematic areas of watersheds, ecosystems, sustainable tourism, and environmentally sound marine transportation; the three areas of marine science, global climate change, and green markets are recognized as important issues to feed into these four areas. Much work has been done to gain political commitment within the Region for WW2BW. A Steering Committee, which has representatives from across the Region as well as the private and public sectors, meets periodically. In-Country Visiting Teams have attempted to garner further interest and support from key personnel at high political levels within each country. The non-governmental organizations (NGOs) have organized a forum to exchange information and work together, and there has been outreach to various industries, other private sector interests, and funding institutions. Without a doubt, WW2BW has already produced certain benefits simply by connecting people in the Region that weren't connected prior to this initiative and there is a greater understanding and awareness of ongoing efforts in the Region thus creating

possibilities to work together. While these benefits should not be underestimated, the critical performance measure of whether WW2BW has achieved its objective is whether it fosters, furthers, or causes the formation of partnerships that increase the protection of the environment while promoting sustainable development in the Region. This article details the methodology being used by the Environmentally Sound Marine Transportation (EMST) Committee to turn the WW2BW concept of partnerships into a powerful, concrete reality.

While overtures are being made to ensure political commitment at the highest levels possible within each country in the Region, the details of developing actual partnerships devolved to those working specifically in the four thematic areas and three cross-cutting issues. Representatives were selected to act as "co-chairs" for each area. The co-chairs for ESMT are Claudia Grant, the Deputy Director General for the Maritime Authority of Jamaica, and Rod Zika, who is involved in the work of Seakeepers and is a professor at the University of Miami. During the initial stages of WW2BW, ESMT was known as "shipping." This initially created an identity crisis and confusion, because the title created fundamental questions as to the types of issues covered by this area.

Adverse environmental impacts can be caused by vessels of all sizes and types and there are tens of thousands of small boats, yachts, and other vessels operating in the Region. Since all such vessels yield important benefits to the Region, including through the generation of tourism and providing the means for the import and export of goods, it was decided that a name change was necessary to reflect this reality. Additionally, it was decided that only those modes of transportation involving the *marine* environment would be covered. Thus, the name of this thematic area, Environmentally Sound Marine Transportation, evolved to reflect these decisions and that the purpose of the group is to encourage that marine transportation be done in an environmentally sound manner.

The second issue that was tackled was the formation of an ESMT Committee. The objective of forming a Committee was considered essential to engage the appropriate sectors involved in marine transportation in the Region. It was also seen as a way to encourage the participation of stakeholders, energize ideas, and get the attention of people who may have the necessary contacts to form partnerships. Participation on the Sub-Committee was sought and obtained from the following sectors: governments, international organizations, non-governmental organizations, industry groups, and academia. **For the ESMT Committee, in addition to the government members, representation from the shipping interests is by the International Council on Cruise Lines, the Caribbean Shipping Association, and the Chamber of Shipping of America; the yachting community by Showboats International; port interests from the International Association of Ports and Harbors; the petroleum industry by the American Petroleum Institute; international organizations by the International**

**Maritime Organization, the International Hydrographic Organization, and the U.N. Environment Program; non-governmental organizations by World Wide Fund for Nature, Conservation International, and The Oceans Conservancy; and academic interests by the University of Miami and Florida Atlantic University.** There are two responsibilities of Committee members: (1) to serve as the primary focal point for WW2BW and in particular assist in the development of ideas and potential partnerships, help develop the agenda for the Miami Conference, and provide feedback on pertinent documents, and (2) facilitate the formation of partnerships. Since each Committee member is extremely busy, great effort is taken not to engage in lengthy conference calls or any unnecessary time consuming projects. Every call regarding WW2BW is focused and is only organized when necessary to facilitate the Committee's work. Additional contact with Committee members is done on an individual basis by the ESMT co-chairs and facilitator, as necessary.

The third issue to be addressed was the formation of a larger contact list. The names of any and all people who were thought to be interested in environmentally sound marine transportation issues within the Region were put on this list. An initial overture was made through a list serve to this group, inviting their participation and expression of interest in WW2BW. **Unfortunately, although the ESMT contact list has over 200 names on it, there was only a sparse response to the initial overture. Renewed efforts are to occur leading up to the Miami Conference (Editor's NOTE: Readers interested in the work of this sub-committee are encouraged to email the sub-committee leadership at the emails listed at the beginning of this article).**

Once the defining characteristics of the issue and the organizational details were addressed, the ESMT Committee turned its attention to its most important task: fostering, formulating, and furthering partnerships in the Region. **It began its work by developing a lengthy list that attempted to identify all issues that could possibly be addressed through partnerships. With the limits on this document being only the creativity of the Committee member's imagination, it encompasses over 12 pages of potential partnerships. This list is now available on the NOAA WW2BW website at [www.international.noaa/ww2bw](http://www.international.noaa/ww2bw). Although the ability to achieve the implementation of all partnerships on this list are constrained by time and resources, it will continue to provide an ongoing touchstone of possibilities long after the conclusion of the Miami Conference.**

The next step taken by the ESMT Committee to foster, form, and further concrete partnerships was to develop a short list of "potentially developing" partnerships. The aim of this short list is to avoid the danger posed by the longer list of dispersing the focus and dissipating the energy among too many topics. An initial short list of 11 potential partnerships has been developed; this list may be amended either to add or subtract potential partnerships depending on their progress. **The list includes partnerships such as an "Anchors Away" program for the installation and maintenance of mooring buoys, issues relating to the use of harmful anti-fouling systems, port State control partnerships, hydrography projects, a clean marinas program, the designation of Particularly Sensitive Sea Areas through the International Maritime Organization, waste reception facilities, issues involving cruise ships, partnerships that facilitate the use of ships as platforms for the**

**collection of weather information, addressing the spread of aquatic nuisance species through ships' ballast water, and spill response partnerships.** Each partnership is at varying levels of development. Some of the issues already have a partnership formed and the idea is simply to expand upon or highlight the partnership. For others, such as the **Anchors Away** program, attempts are being made already to develop a program and secure funding. With regard to others, ideas have been generated; however, the actual details of the partnerships are yet to be fully discussed. Each of the potentially developing partnerships being discussed so far has, to varying degrees, connections to the other three thematic areas and three cross-cutting issues (marine science, climate change and Education and Capacity Building). **An ESMT Committee member has been assigned to take the lead for the further development of each of these partnerships. The lead Committee member will be responsible for pushing the development of the partnership and organizing its presentation at the Miami Conference.**

In addition to the work on the partnerships, the ESMT Committee has had initial discussions of the breakout sessions for the Miami Conference. This Conference is to facilitate the objectives of WW2BW and therefore it is to be different from those conferences that engage in simply conveying information: the focus is on partnerships. Therefore, the guiding principles being used by the ESMT Committee for developing the agenda for its one day session in Miami are that the breakout sessions are to (1) focus on partnerships that have already been formed as a result of WW2BW, (2) facilitate the formation of partnerships at the Conference itself, (3) provide practical how-to information that may result in the formation of partnerships following the Conference,

(4) highlight existing partnerships, and, only if there is room after addressing these first four types of sessions, (5) convey information about a subject relating to environmentally sound marine transportation in the Region. Each of the 11 potentially developing partnerships are expected to have a breakout session in Miami, and these discussions may also continue throughout the Conference, especially during the evening carnival/jump-up sessions (Editor's note: future newsletters will provide detailed information on the structure and content of the agenda).

Progress has been made in the ESMT Committee to turn the concept of partnerships into a concrete reality; however, there are definite hurdles yet to be overcome and which have plagued the work to date. It must be recognized that these hurdles may affect the extent to which this initiative is able to achieve its objective. First, the biggest hurdle is that it is difficult, even where there is a genuine interest, in making WW2BW a priority. This is primarily because of the tight economic climate and scarce human and financial resources. Many people are finding themselves simply too busy to become actively engaged in the WW2BW efforts. Second, there is a paucity of experience of how to facilitate partnerships among private and public sectors, how to secure funding for projects, and concerns of potential violations of ethics and other government rules. Third, for some sectors—such as the yachting community or fishing vessels—there is no overarching association or organization to approach for participation in WW2BW and, perhaps even more importantly, to engage in a partnership. Fourth, despite repeated attempts, we have not yet been able

to engage representatives from Spanish speaking countries in this initiative.

Despite these hurdles, partnerships in the Region can become a concrete reality. There are some partnerships, such as the **Anchors Away** program, that make so much sense that they will eventually be funded and brought to fruition. There are also benefits that can be gained without a direct infusion of money. **Examples of such benefits include the possible implementation of the controls in the International Convention on the Control of Harmful Anti-fouling Systems on Ships before becoming legally required to do so** or possible changes in behavior regarding such things as where discharges occur. Still other benefits may be gained, because WW2BW provides the stage for showcasing work that is being done in certain countries, thus generating such work in other countries.

It may be difficult to detail every possible benefit that emanates from WW2BW and, as of today, it is very difficult to tell if the partnership concept is sustainable over the long term. Perhaps only when a "RIO+30" conference is held will it be possible to ascertain the success of the conceptual framework of partnerships to make a concrete difference in the protection of the environment and sustainable development. And so, while it is important to remember this broader vision and WW2BW's overall objective, it is time ***now*** to focus on the concrete details of fostering, formulating, and furthering partnerships. Hopefully if we keep focused on these details, the objective of WW2BW will be achieved and "RIO+30" will confirm that it was time and resources well spent.

Editor's Note: Readers are encouraged to contact the ESMT co-chairs or facilitator to obtain more information on the partnerships discussed above and to become involved in the work of this sub-committee.