

# The GEF-UNDP-IMO GloBallast Partnerships Programme

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GloBallast Partnerships (2008-2012) is a cooperative GEF-UNDP-IMO initiative to assist developing countries to reduce the risk of aquatic bioinvasions mediated by ships' ballast water and sediments. The programme expands and builds on the successfully completed pilot project (GloBallast Project, 2000-2004). With the help of tools developed and lessons learned from the pilot project, the GloBallast Partnerships programme will expand government and port management capacities, instigate legal, policy and institutional reforms at the country level, develop mechanisms for sustainability, and drive regional coordination and cooperation. The project will spur global efforts to design and test technology solutions, and will enhance global knowledge management and marine electronic communications to address the issue. GloBallast Partnerships takes a three-tiered approach, involving partners at the global, regional and national level, representing government, industry and non-governmental organizations. 13 countries, from 5 high priority regions, have agreed to take a lead partnering role focusing especially on legal, policy and institutional reform. All told, more than 70 countries in 14 regions across the globe participate, including the six pilot countries whose expertise and capacities is being drawn on for this global scaling-up effort.

An important focus of GloBallast Partnerships is to develop new and innovative partnership opportunities with the maritime industry, ports and developed countries as well as with technology developers in achieving the goals and to lay the foundation for developing sustainable mechanisms to address the issue of ballast water. Consequently, a Global Industry Alliance for Marine Biosecurity (GIA) has been established with some of the major shipping industries as partners, aiming at catalyzing innovations and change in the field of ballast water management, while providing business benefits for the industry. Through the GIA Fund, several activities are already being implemented and it is foreseen that the GIA will be an important complement to the regulatory work carried out through the various committees of IMO.



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