Mr. Uirá Cavalcante Oliveira (Brazil) 2007-2008 United Nations – The Nippon Foundation of Japan Fellow



Bio-Sketch

Mr. Oliveira is an oceanographer who graduated in 2000 from the Center for Technological Sciences of the Earth and Sea of the University of Vale do Itajaí (Brazil). In 2006, he began his current occupation as a Specialist in Regulation at the National Agency for Waterway Transportation (ANTAQ), the Brazilian regulatory agency in the sectors of ports and maritime and inland waterways transportation. His responsibilities include, *inter alia*, following the elaboration, implementation, and development of ports environmental management plans and to support the Councils of Port Authority on this matter; following the studies and international agreements in the fields of port environmental management; and developing the internal guidelines regarding the environmental aspects of the ANTAQ's decisions and actions. Prior to this post, Mr. Oliveira worked for two years at the Directorate of Environmental Licensing of the Brazilian Institute of the Environment and Natural Renewable Resources (IBAMA), where he was part of the team responsible for leading the federal environmental licensing of enterprises and activities located on coastal and marine environments, mainly those related to ports operations and waterways transportation.

Fellowship Host Institutions and Supervisors

- 1. Tulane Maritime Law Center, Tulane University (Dr. Günther Handl)
- 2. The Division for Ocean Affairs and the Law of the Sea (Dr. François Bailet)

Research Abstract

The role of the Brazilian ports in the improvement of the national ballast water management program according the provisions of the International Ballast Water Convention.

Ballast water (BW) is the water used by ships for obtaining draft, trim, or stability; and usually it is taken and discharged into port areas during operations of unloading and loading cargoes. BW is considered to be the main vector for the introduction of alien and harmful organisms in coastal zone waters, which can result in ecological, social and economic impacts. In 2004, the IMO adopted the "International Convention for the Control and Management of Ships' Ballast Water and Sediments" internalized in Brazil through the federal norm "NORMAM-20" that provides the general IMO guidelines for the BW exchange. A port monitoring network is reported as essential to assess the risk of new transfers of harmful species. In Brazil, the Port Authorities are legally responsible for leading the programs and measures of environmental licensing. However, not many ports in Brazil have considered the BW issue on their environmental programs. This paper compares the BW management plans adopted at ports of different countries and list which measures could be applied in Brazil to implement a more standardized and integrated BW Management Plan for its ports. This paper also addresses the convenience of requiring such measures in the scope of the environmental licensing of ports.

Fellow Contact Information

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