



Ballast water regulations

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BWMTech Global virtual event 2020



Who we are and what we do..



BIMCO is the world's largest international shipping association, with members in more than 120 countries. Our global membership includes shipowners, charterers, brokers and agents.

Around 800
shipowners as
members

- Contracts and Clauses (from shipbuilding to recycling)
- Information on website (Cargo databases, KPI system, Regulatory and technical content)
- Training – In-depth and high level training on commercial matters
- Support and advice
- Shipping Analysis
- Martech – Technical and regulatory affairs

We stay ahead of the game...



BIMCO

TECHNOLOGY AND EFFICIENCY | BALLAST WATER COMPLIANCE
November 2018



**Industry must
act now
to plan for
ballast water
compliance**

Bottlenecks could drive prices up

September 2024 seems far away, but from this date onwards, ships must have a ballast water management system installed, certified and ready to use, or use other methods to comply with the discharge standard. Penalties may apply for non-compliance.

— Installing a ballast water management system? Planning is key:

- Which system will work on your ship? There is a range of technologies to choose from. No one system fits all. If choosing a chemical-based system, pay careful consideration to the safety of the crew, availability of chemicals in all ports and the increased operating expenditure because of the use of the chemicals.
- Most systems are sold as a package and, while it should be easy to replace simple components, it could be problematic to find more complex spare parts in all parts of the world in case of a problem or breakdown of the system.
- Is the system approved for the US as well as for the rest of the world? For US-approved systems, each component must be US approved. If one of these spare parts becomes unavailable, the US approval may become void.
- Carry out due diligence of the manufacturers to assure global availability of spare parts and shore maintenance – also long term.
- Who will train your crew to operate the system in which you have invested a large sum?
- Investing in, and installing, a good ballast water management system can increase the resale value of the ship, but recycling a ship using the chemical-based system could be more expensive.
- If your ship is nearing the end of its operational life, is now the time to invest in expensive new equipment or is it time to recycle?

Some important dates

The implementation deadline is as follows:

Ships	Ballast water capacity	Date of ship construction	Compliance date
New ships	All	On or after 1 December 2013	On delivery
Existing ships	Less than 1500 m ³	Before 1 December 2013	First scheduled dry-docking after 1 January 2016
Existing ships	1500 m ³ to 5000 m ³	Before 1 December 2013	First scheduled dry-docking after 1 January 2014
Existing ships	Greater than 5000 m ³	Before 1 December 2013	First scheduled dry-docking after 1 January 2016

Looking at the table above, it could be inferred that by 1 January 2021, most ships will need to comply with these regulations, unless there are specific exemptions or extensions.

Contingency measures

BWM.2/Circ 62

- **Ballast water management plan should have predetermined actions**
- Communicate with port state as soon as possible. This means destination port and agree on the action to be taken.
- Consider the following and agree with port state and flag state
 - Discharge ballast water to another ship or land-based facility
 - Operational action such as modifying sailing or ballast water discharge schedules, internal transfer of ballast water, retention of ballast water on board the ship. Port State and ship should consider any safety issues and avoid possible undue delays.
 - Ballast water exchange to an approved plan (Reg B4)
- Port state should report this to IMO

Contingency measures BWM.2/Circ 62



- The ship - correct the malfunction of the BWMS as soon as possible
- submit its repair plan to the port state control authorities and the flag state
- The port State, the flag State and the ship should work together to agree on the most appropriate solution
- The Port state should report the information on the use of contingency measures in accordance with EBP

Contingency measures



4. SRS managers are required to incorporate ship-specific “contingency measures” into the BWMP, which should subsequently be submitted to the RO for approval.

5. The RO is requested to verify that such “contingency measures” are incorporated in the BWMP of applicable SRS at the earliest opportunity but not later than the date when the D2 becomes mandatory for the ship. For existing SRS certified for D2 only, the contingency measures are to be incorporated in the BWMP by the next scheduled survey of the BWM Convention. Any change of Flag survey which is conducted out of scheduled-survey due range, shall not be regarded as the next scheduled survey. If a change of Flag survey is conducted within the survey due range and the BWMP does not have “contingency measures” incorporated in accordance to this circular, an application for temporary acceptance is to be submitted to MPA via the RO.



MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 10 OF 2019

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01st July 2019

Applicable to: Shipowners, ship managers, operators, Masters of Singapore-registered ships, Recognised Organisations (ROs), ship agents in Singapore, ballast water management equipment manufacturers and shipyards

**INCORPORATION OF CONTINGENCY MEASURES INTO BALLAST WATER
MANAGEMENT PLAN**

Source: MPA shipping circular 10/2019

Source: IMO circular - BWM.2-Circ.62
MEPC. 306(73)

Contingency measures



Merchant Marine Circular

6.8.3 New application should be placed through following link: [E-Segumar](#), in order to apply for any cases of the above paragraphs (6.8.1, 6.8.2).

6.9 BWMP developed as per the guideline on Resolution MEPC.127(53) adopted by the IMO on 22 July 2005, must be evaluated and approved by this Administration, considering that this Guideline is applicable from the date of entry into force of the Convention, plans shall include **contingency** measures developed taking into account guidelines developed by the Organization, (Refer to the Guidance on contingency measures under the BWM Convention - BWM.2/Circ.62). These contingency measures described might be in line with D-1 standard.

7. International Ballast Water Management Certificate (IBWMC)

7.1 Ships of 400 gross tonnage subject to the surveys required by the Convention (Regulation E-1) shall be issued after satisfactory completion, with the corresponding IBWMC (Regulation E-2)

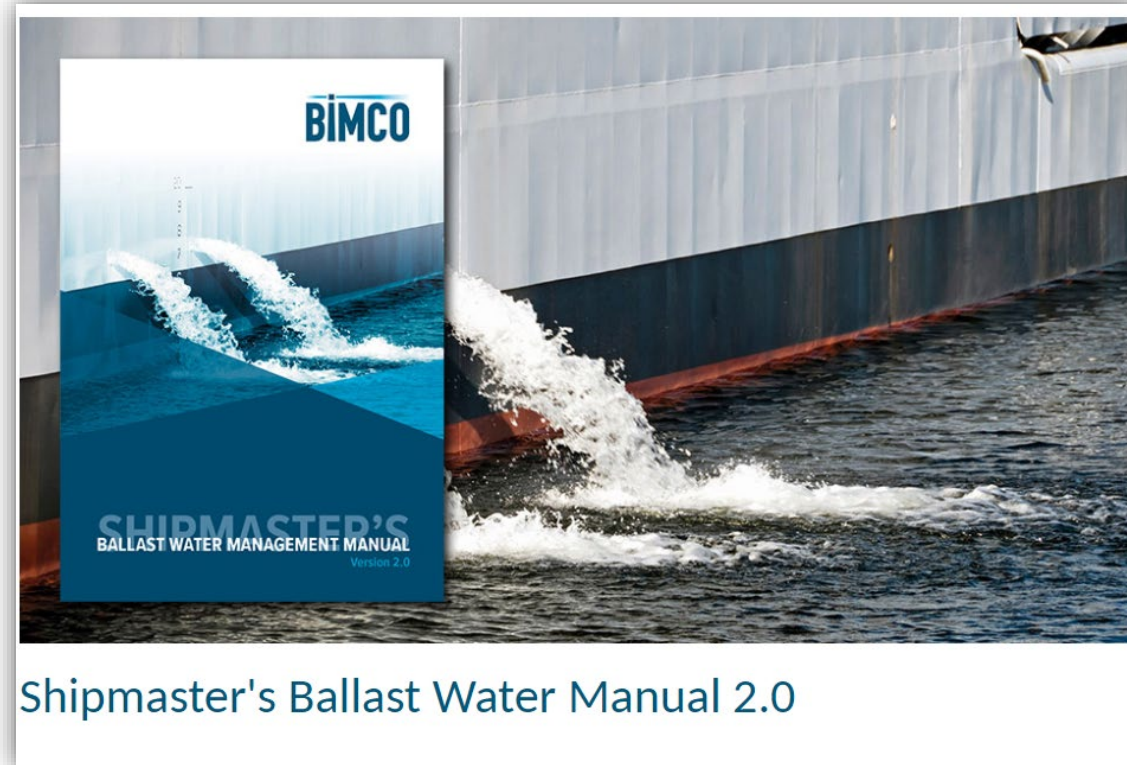
Source: Panama Merchant Marine Circ: MMC-345

Source: IMO circular - BWM.2-Circ.62
MEPC. 306(73)

Practical Experience



- Ship was heading towards load port
- Port agents inform the ship to conduct a BWE before loading
- Ship reports that there is no time or sea room to conduct a BWE
- Port agents insist
- Ship delays voyage to get BWE done
- Charterer off-hires the ship for the time lost
- In hindsight, ship has a valid D2 equipment and proper IBWMC



The background of the slide is a photograph of a lighthouse with a black and white spiral pattern. The lighthouse is on the left side, and its light is on. The sky is dark and cloudy. The right side of the slide is covered by a large blue triangle that points towards the bottom right corner.

Thank you!

Contact BIMCO at
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