

# Ballast Water Management Convention - Implementation

The International Ballast Water Management Convention enters into force on Sept. 8, 2017.



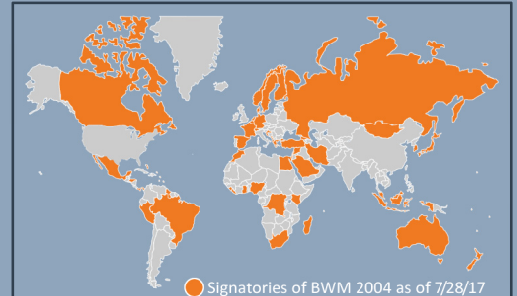
By **Sept. 8**, all vessels *flying the flag* of or *trading to ports* of signatory states must be in compliance with the IMO MEPC D-1 standard. The D-1 standard requires ships to conduct the exchange of ballast water such that at least 95% of water by volume is exchanged far away from the coast where it would be released. D-1 = Ballast Water Exchange (95% volumetric exchange) or pumping through three times the volume of each tank.

1) At least 200 nm from the nearest land and in 200m water depth; if not feasible then 2) At least 50 nm from the nearest land and in 200 m water depth; or 3) In the event throughout the intended route the sea area does not afford the above characteristics, in a sea area designated by the Port State.

By **Sept. 8, 2017** all vessels over 400GT are to have:

- An approved ballast water plan
- Ballast water record book
- International Ballast Water Management Certificate

**"All vessels flying the flag of or trading to ports of signatory states must be in compliance."**

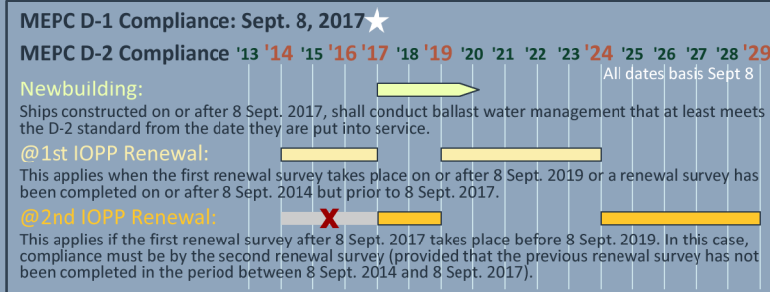


Albania | Antigua & Barbuda | Australia | Bahamas  
 Barbados | Belgium | Brazil | Canada | Congo | Cook Islands  
 Croatia | Denmark | Egypt | Faroe Islands | Fiji | Finland  
 France | Georgia | Germany | Ghana | Greece | Honduras  
 Indonesia | Iran | Japan | Jordan | Kenya | Kiribati  
 Lebanon | Liberia | Madagascar | Malaysia | Maldives  
 Marshall Islands | Mexico | Mongolia | Montenegro  
 Morocco | Netherlands | New Zealand | Nigeria | Niue  
 Norway | Palau | Panama | Peru | Republic of Korea  
 Russian Federation | Saint Kitts and Nevis | Saint Lucia  
 Saudi Arabia | Sierra Leone | Singapore | South Africa  
 Spain | Sweden | Switzerland | Syrian Arab Republic | Tonga  
 Trinidad & Tobago | Turkey | Tuvalu

Owners are advised that no later than **Sept. 8**, an Initial Ballast Water Survey is to be completed, pursuant to issuance of at least one of the following:

1. An International Ballast Water Management Certificate (IBWMC) if registered in a signatory State which is issued by the State, or if so authorized, by ABS.
2. A statement of compliance for ships registered in a non-signatory State issued by ABS, if so authorized
3. A statement of voluntary compliance at own owner's request, if ABS is not authorized by the flag State

A survey or attendance is not required for conversion of a valid statement issued under item 2 or 3 to an IBWMC, provided the standard (D-1 or D-2 specified in the statement is still applicable.)



In addition, vessels beyond their Regulation D-2 compliance date are to fit approved systems and carry out ballast water treatment.

The D-2 standard requires ballast water management to restrict to a specified maximum the amount of viable organisms allowed to be discharged and to limit the discharge of specified indicator microbes harmful to human health. (Install approved BWTS).

**Note that the United States is not a signatory to the BWM.** Vessels discharging ballast water in the US must comply with the applicable US regulations (33 CFR Part 151, Subpart D).

## Requirements for Operating in US Waters

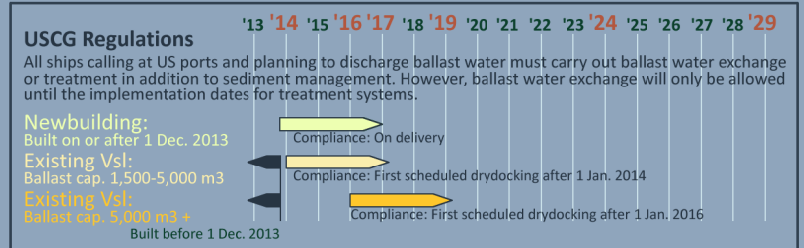
The United States requirements are developed under: Nonindigenous Aquatic Nuisance Prevention and Control Act, 1990 as amended by the National Invasive Species Act, 1996 National Pollutant Discharge Elimination System (NPDES) of the Clean Water Action, 1972

The USCG is charged with the enforcement of the NISA-based requirements within 12 NM of the U.S., while the EPA is charged with enforcement of the CWA aspect within 3 NM.

## USCG Ballast Water Management Regulations

The U.S. Coast Guard (USCG) ballast water management (BWM) regulations became effective 21 June 2012 and established requirements for BWM, ballast water reporting, ballast water recordkeeping, and approval of ballast water management systems (BWMS). The USCG ballast water discharge standards are similar to the BWM Convention Regulation D-2 performance standards.

The implementation schedule for vessels to comply with the USCG ballast water discharge standards is at right.



**USCG Type Approved BWMS:**

- Optimarin Ballast System** (Optimarin AS); 12/2/16
- PureBallast 3** (Alfa Laval Tumba AS); 12/23/16
- OceanSaver Mk II** (OceanSaver AS); 12/23/16
- BalClor** (SunRui Marine Environment Engineering Co., Ltd.); 6/7/17
- Ecochlor BWTS** (Ecochlor, Inc.); 8/10/17

The USCG defines a new vessel as constructed (i.e., keel laid) on or after 1 December 2013 and drydocking as "hauling out of a vessel or placing a vessel in a drydock or slipway for an examination of all accessible parts of the vessel's underwater body and all through-hull fittings".

Vessels beyond their compliance dates are to employ one of the following BWM methods when operating in waters of the U.S.:

- Use a Coast Guard-approved ballast water management system (BWMS);
- Use only water from a U.S. public water system (PWS);
- Use an alternate management system (AMS) [NOTE: Only valid for 5-years from compliance date];
- Do not discharge BW into waters of the United States (includes the territorial sea as extended to 12 nautical miles from the baseline); or
- Discharge to a facility onshore or to another vessel for purposes of treatment.

**Vessels fitted with USCG Type Approved BWMS comply with the above. To date USCG Type Approval has been issued to five BWMS.**

The above notice is for reference only - for specific questions we suggest you contact EnvironmentalPerformance@eagle.org. Compiled with the assistance of Thomas Kirk, Director of Environmental Performance, ABS