



## CIRCULAR No. 004 of 20 March 2011

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To:	All surveyors
Applicable to flag:	All Flags
Subject:	Ballast Water Management Plan, Cargo Information, Amendments to IAMSAR Manual
Reference:	BWM, Solid Bulk Cargo, IAMSAR

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### 1. Ballast Water Management Convention – Manual

#### BACKGROUND

The International Maritime Organization (IMO) in 1997 has developed voluntary Guidelines for control and management of ships' ballast water. These Guidelines were developed for preventing the introduction of unwanted aquatic organisms and pathogens from ship's ballast water and sediment discharges into the marine environment.

In 2004, IMO has adopted the Ballast Water Management Convention (BWM Convention) which includes fourteen (14) sets of Guidelines as shown below:

- G1** Resolution MEPC.152(55) - Guidelines for sediment reception facilities
- G2** Resolution MEPC.173(58) - Guidelines for ballast water sampling
- G3** Resolution MEPC.123(53) - Guidelines for ballast water management equivalent compliance
- G4** Resolution MEPC.127(53) - Guidelines for ballast water management and the development of ballast water management plans
- G5** Resolution MEPC.153(55) - Guidelines for ballast water reception facilities
- G6** Resolution MEPC.124(53) - Guidelines for ballast water exchange
- G7** Resolution MEPC.162(56) - Guidelines for risk assessment under regulation A-4 of the BWM Convention
- G8** Resolution MEPC.174(58) - Guidelines for approval of ballast water management Systems
- G9** Resolution MEPC.169(57) - Procedure for approval of ballast water management systems that make use of Active Substances
- G10** Resolution MEPC.140(54) - Guidelines for approval and oversight of prototype ballast water treatment technology programs
- G11** Resolution MEPC.149(55) - Guidelines for ballast water exchange design and construction standards
- G12** Resolution MEPC.150(55) - Guidelines on design and construction to facilitate sediment control on ships
- G13** Resolution MEPC.161(56) - Guidelines for additional measures regarding ballast water management including emergency situations
- G14** Resolution MEPC.151(55) - Guidelines on designation of areas for ballast water exchange

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## APPLICATION

The BWM Convention is applicable to all vessels that carry ballast water (existing and new vessels) and will come into force 12 months after the date on which no fewer than 30 states representing not less than 35% of the gross tonnage of the world's merchant fleet have ratified the Convention.

According to IMO these figures are approaching. By December 02, 2010 twenty-seven (27) Contracting Governments have sign the Convention were the combined merchant fleets makes up approximately 25.32% of the gross tonnage of the world's merchant fleet. Some of the States that implemented national legislation related to BW (similar requirements with Regulation D-1 of the Convention) include Australia, Brazil, Canada, New Zealand, Norway, Israel, Ukraine and USA (special requirements for California, Washington State etc).

When BWM Convention comes into force, the ballast water management will become mandatory and the entire world merchant fleet will have to comply with the Convention's standards (some exceptions will apply). Regulation B-3 of the Convention provides information regarding the application as shown on the table below. The application for both existing and new vessels depends on the following two parameters:

- I. The build date of the vessel;
- II. The ballast water capacity.

Construction Date	Ballast Water Capacity in m <sup>3</sup>	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
BEFORE 2009	1,500 - 5,000	National Regulation / Voluntarily				Regulations D-1 or D-2				Regulation D-2				
	LESS 1,500 or GREATER 5,000	National Regulation / Voluntarily				Regulations D-1 or D-2								Reg. D-2
IN OR AFTER 2009	LESS 5,000	Regulation D-2												
IN OR AFTER 2009 BUT BEFORE 2012	GREATER 5,000	Regulations D-1 or D-2								Reg. D-2				
IN OR AFTER 2012	GREATER 5,000										Regulation D-2			

## STANDARDS FOR BALLAST WATER MANAGEMENT

The following standards for BW management shall apply according to Section D of the Conventions:

### *Regulation D-1: Ballast water exchange standard*

- I. Ships undergoing BW exchange, this shall be done with efficiency of at least 95% volumetric exchange of ballast water; OR
- II. Ships exchanging ballast water by pumping –though method, shall pump through three times the volume of each ballast water tank.

Ballast water exchange can be carried out by the following methods:

- I. Sequential method: tanks are first emptied and then filled again;
- II. Flow through method or dilution method: tanks are overfilled by pumping in additional water.

### *Regulation D-2: Ballast water performance standard*

Ships conducting ballast water management shall comply with the following:

- I. Discharge less than 10 viable organisms per cubic meter greater than or equal to 50 micrometers in minimum dimension;
- II. Discharge less than 10 viable organisms per milliliter less than 50 micrometers in minimum dimension and greater than or equal to 10 micrometers in minimum dimension; and

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III. Discharge limited number of the indicator microbes (bacteria).

In order to comply with BW performance standard, ship needs to use BW treatment system which is approved by the Administration.

### **CONSEQUENCES ON VESSELS' OPERATION**

All vessels are required by the Convention to have an approved and ship specific Ballast Water Management Plan (BWMP) where:

I. An officer shall be appointed as the BW management officer (usually the chief officer) who is responsible for:

- planning all ballast water operations;
- update the BW record book; and
- maintain a contact with port authorities and comply with their requirements.

II. The port authorities can carry out onboard inspection any time and if deviations are found the ship may be stopped from discharge BW and/or be subject to penalties.

### **CONSEQUENCES ON VESSELS' ARRANGEMENT**

Vessels intended for BW exchange shall be equipped with a piping/pumping system and have good condition tank structures able to withstand additional pressures. Additionally for BW treatment the vessel shall locate space in the engine room for adding the treatment system, have sufficient pressure of the ballast pumps in order to compensate for the pressure losses of the BW treatment plan together with additional power supply for the treatment systems. Lastly, the ballast system shall be able to monitor and control flow through.

### **CONARINA SERVICES**

CONARINA offers a Ballast Water Management Plan Approval in accordance to the applicable IMO requirements. Added to that, technical assistance can be provided regarding the treatment systems and there implementation.

Surveyors shall be informed that CONARINA has prepared a set of checklists for the survey of BW systems together with instructions which will be provided when the Convention comes into force.

CONARINA will issue further Circulars regarding the BWM Plan, the approved Ballast Water Treatment methods and can provide advice in the successful implementation of the Convention.

For further assistance regarding any of the above mentioned matters please contact CONARINA.

### **BACKGROUND INFORMATION:**

IMO (2009), *"Ballast Water Management Convention and the Guidelines*

## **2. Form for Cargo Information for Solid Bulk Cargoes**

### **REQUIREMENTS**

Resolution MSC.304(87) adopted on May 14, 2010 presents amendments to the BLU Code. These include the replacement of the Form for cargo information with the form in Section 4.2.3 of the IMSBC Code as adopted on December 04, 2008 by Resolution MSC.168(85) and is mandatory from January 01, 2011. The recommended layout can be found attached on this Circular.

### **APPLICABILITY**

This amendment is retroactive and applies to bulk carrier vessels (new and existing ships).

### **ACT NOW**

Seafarers shall make sure that the new Form for cargo information is used on board.

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## **BACKGROUND INFORMATION** Resolution MSC.304(87)

### **3. Amendments to IAMSAR Manual**

#### **AMENDMENT**

Following MSC.1/Circ.1367 amendments shown on table below have been adopted for IAMSAR Manual. Please find attached full amendments as extracted from International Maritime Organization (IMO).

#### **Volume I /Section I**

- 1 Abbreviations and Acronyms Some new items added
- 2 Glossary New items added
- 3 Chapters 2, 3, 4, 5 & 6 New items and amendments
- 4 Appendix C Amendment of paragraph C.5.2
- 5 Appendix G Amendments in paragraph G.6.1 and re-write, changes in paragraphs G.6.2 and G.7.2

#### **Volume II / Section II**

- 1 Content Add new last appendix
- 2 Abbreviations and Acronyms New items added
- 3 Glossary New items added
- 4 Chapter 1 Changes of heading, implementation of new paragraphs 1.3.6 and 1.11.9, amendments to paragraphs 1.3.11 and 1.8.15,
- 5 Chapter 2 Amendments to paragraphs, reword and implementation of new paragraphs
- 6 Chapter 3 Amendments to paragraphs 3.5.3(b) and 3.5.9(c)
- 7 Chapter 5 Renumber existing subparagraphs 5.6.4(b), add new subparagraph 5.6.4(b)
- 8 Appendix B Amendments
- 9 Appendix R New appendix R implemented

#### **Volume III / Section III**

- 1 Glossary Amendments to some items
- 2 Sections 1, 2, 3 & 4 Amendments and delete some items

#### **APPLICABILITY**

These amendments apply for all type of vessels and come into force June 01, 2011

#### **BACKGROUND INFORMATION**

IMO (2010), *"MSC.1/Circ.1367 - Amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual"*. International Maritime Organization Publications, 2010

IMO (2010), *"Amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual"*.

International Maritime Organization Publications, 2010, ISBN: 978 92 801 1517 8

IMO (2000), *"Resolution A.894(21) International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual"*. International Maritime Organization, 2000

Kindest Regards,  
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