



TECHNICAL CIRCULAR No. 429 of 07th August 2017

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
BWM Rules Threaten Small-Sized Ships	
Reference:	IMO & BWM

BWM Rules Threaten Small-Sized Ships

An amended implementation scheme for ships to comply with the D-2 biological standard under the Ballast Water Management Convention (BWMC) was tentatively accepted at the 71st session of the IMO Marine Environment Protection Committee (MEPC 71).

The MEPC delayed the implementation schedule for existing ships to comply with the Convention, which aims to stem the transfer of potentially invasive species in ships' ballast water. The treaty enters into force on **September 8, 2017**, and from the date of entry into force, ships will be required to manage their ballast water.

As the expenses of fitting older ships with the necessary equipment could reach up to USD 2 million, certain market estimates showed that owners might opt to demolish such vessels instead of making them compliant with the Convention.

It is still early to comment safely whether owners will decide to scrap their vessels instead of retrofitting them with ballast water management systems (BWMS). He added that small-sized ships could face a serious challenge, as shipowners will have no option than to scrap their vessels, unless the price of the systems drops.

On the other hand, shipowners' decision on larger vessels will depend on the price of the BWMS when the time comes to install the system on board their vessels, as well as on the shipping environment and freight rate levels.

The increase of the operational expenses in conjunction with the reduced freights, have already put considerable pressure on shipowners leading to the current trend of cost containment.

Speaking from an engineering point of view, the retrofit of a ship with a BWMS is quite challenging.

The choice of the system depends on the size of the ship and consequently on the space available, as well as on the system's compatibility with the ship.

In this respect, the advantages and disadvantages of the various technologies used have to be taken into consideration, since there is a spectrum of power parameters that should be considered. A risk assessment should take place in order to identify the impact of the operation of the system, generation of dangerous gases, spillages, exposure to chemicals, power consumption, the stability

*Customer Service Center
5201 Blue Lagoon Drive, 9th. Floor,
Miami, Fl., 33126
Tel: 1 (305) 716 4116,
Fax: 1 (305) 716 4117,
E-Mail:*

joel@conarinagroup.com

*Technical Head Office
7111 Dekadine Ct.
Spring, Tx., 77379
Tel: 1 (832) 451 0185,
1 (713) 204 6380*

E-Mail: cbozenovici@vcmaritime.com

of the ship, and other related parameters.

Although the majority of the shipowners are aware of their obligations towards the BWM Convention, it seems that the level of their preparedness to comply with the new requirements remains at an average level.

The classification societies challenge lies in assisting shipowners to opt for the most convenient ballast water management system that will suit their vessel, having in mind the size of the ship, the available space for installation of the system and the individual characteristics of each vessel.

According to the IMO resolution A.1088 (28), the majority of flag administrations have connected the retrofitting of the ballast water management with the first renewal survey associated with the International Oil Pollution Prevention Certificate under MARPOL Annex I, that will be carried out after September 8, 2017.

REFERENCES:

- BWM

ATTACHMENTS: No.

kindest Regards,
Cosmin Bozenovici
Naval Architect – Conarina Technical Head Office

*Customer Service Center
5201 Blue Lagoon Drive, 9TH. Floor,
Miami, Fl., 33126
Tel: 1 (305) 716 4116,
Fax: 1 (305) 716 4117,
E-Mail:*

joel@conarinagroup.com

*Technical Head Office
7111 Dekadine Ct.
Spring, Tx., 77379
Tel: 1 (832) 451 0185,
1 (713) 204 6380*

E-Mail: cbozenovici@vcmaritime.com