



TECHNICAL CIRCULAR No. 439 of 05th October 2017

To:	All Surveyors/Auditors
-----	------------------------

Applicable to flag:	All Flags
---------------------	-----------

The Ballast Water Management Convention entered into force on September 8	
--	--

Reference:	BWM Convention
------------	----------------

The Ballast Water Management Convention entered into force on September 8

The International Convention for the Control and Management of Ships' Ballast Water and Sediments requires ships to manage their ballast water to remove, render harmless, or avoid the uptake or discharge of aquatic organisms and pathogens within ballast water and sediments. Invasive species are causing enormous damage to biodiversity and the valuable natural riches of the earth upon which we depend. Invasive species also cause direct and indirect health effects and the damage to the environment is often irreversible.

The Ballast Water Management Convention will provide clear and robust standards for the management of ballast water on ships.

The Ballast Water Management Convention requires all ships in international trade to manage their ballast water and sediments, according to a ship-specific ballast water management plan. All ships must carry a ballast water record book and an International Ballast Water Management Certificate.

All ships engaged in international trade are required to manage their ballast water so as to avoid the introduction of alien species into coastal areas, including exchanging their ballast water or treating it using an approved ballast water management system.

Initially, there will be two different standards, corresponding to these two options.

The D-1 standard requires ships to exchange their ballast water in open seas, away from coastal waters. Ideally, this means at least 200 nautical miles from land and in water at least 200 meters deep. By doing this, fewer organisms will survive and so ships will be less likely to introduce potentially harmful species when they release the ballast water.

D-2 is a performance standard which specifies the maximum amount of viable organisms allowed to be discharged, including specified indicator microbes harmful to human health.

New ships must meet the D-2 standard from today while existing ships must initially meet the D-1 standard. An implementation timetable for the D-2 standard has been agreed, based on the date of the ship's International Oil Pollution Prevention Certificate (IOPPC) renewal survey, which must be undertaken at least every five years.

Eventually, all ships will have to conform to the D-2 standard. For most ships, this involves

*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

installing special equipment.

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