



TECHNICAL CIRCULAR No. 444 of 04th November 2017

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Ahead for Ballast Water Management	
Reference:	BWM

Ahead for Ballast Water Management

The IMO Marine Environment Protection Committee (MEPC) held its 71st session in July, approving a resolution containing a revised implementation scheme for ships to comply with the D-2 biological standard under the Ballast Water Management Convention. The revised scheme will be considered by Member States for adoption at MEPC 72 which is scheduled for **April 2018**. Under the approved scheme, existing vessels will be able to continue operating without a retrofitted ballast water treatment system until **as late as 2024**, two years later than initially planned.

Although agreed at MEPC 71, the convention itself couldn't be formally altered until it entered into force. This will simply confirm what is already known; newbuild vessels must now be fitted with a ballast water treatment system to meet the D2 standard and existing vessels will be required to do the same by the **first renewal** of their International Oil Pollution Prevention Certificate (IOPPC) after **September 2019**.

Challenges for the next seven years

Two years may not sound like a long extension, but with many owners choosing to renew their five-year IOPPC on the cusp of entry into force, the reality is that this pushes industry compliance out by up to **seven years**.

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Visiting the U.S.

Owners and operators need to be aware that the U.S. Coast Guard's regulations on ballast water control have not been affected by decisions at the IMO. Owners don't have extra time. Ships operating in U.S. waters will need to install and operate with either a USCG Type Approved system or an IMO Type Approved system certified under the USCG's alternative management system (AMS), or undertake one of the other (often impractical or impossible) alternatives. Non-compliant ships face hefty fines.

Industry experience in using BWTS systems

During ABS survey on ballast water, only 57 percent of ballast water treatment systems installed on vessels are operating. For most, the industry's experience so far has been positive, but of course experiences will vary depending on system type, supplier, crew training and proper installation.

Choosing a system

There are many things to take into consideration when choosing a system. Primary operational considerations for owners are compliance, safety, reliability and lifecycle costs. Technical considerations related to vessel type, such as vessel size, ballast flow rate, ease of retrofit, voyage length, power consumption and system footprint - including safety and reliability - are also key to selection. Post MEPC 71, owners should also assess manufacturers on their capacity, financial stability, commitment to the market and long-term record of customer service.

REFERENCES:

- BWM-Courtesy to Don Stephen, Managing Director, BALPURE, De Nora Water Technologies,

ATTACHMENTS: No.

Kindest Regards,
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