

MARINE ENVIRONMENT PROTECTION
COMMITTEE
74th session
Agenda item 4

MEPC 74/4/14
8 March 2019
Original: ENGLISH

HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

Proposed Amendments to the form of the International Ballast Water Management Certificate (IBWMC) of the BWM Convention

Submitted by China and IACS

SUMMARY

Executive summary: This document proposes improved draft amendments to the form of the International Ballast Water Management Certificate (IBWMC) regarding the items in "Details of ballast water management method(s) used" and "Particulars of ship", as set out in appendix I of the BWM Convention, taking into account document MEPC 73/4/7.

Strategic direction, if applicable: 1

Output: 1.27

Action to be taken: Paragraph 21

Related documents: BWM/CONF/36; MEPC 73/4/7 and MEPC 73/19

Introduction

1 Since the entry into force of the BWM Convention, ships to which the BWM Convention applies have been subject to surveys and been issued with an International Ballast Water Management Certificate (IBWMC) according to regulations E-1 and E-2 of the Convention. However, it is found in practice that the form of the IBWMC regarding the items under "Details of ballast water management method(s) used" does not capture certain methods which can meet the requirements of the BWM Convention.

2 Therefore, China submitted to MEPC 73 document MEPC 73/4/7, providing proposed amendments to the form of the IBWMC for inclusion of some other ballast water management methods in the IBWMC. The proposals received general support while recognizing that further review was required in order to finalize the details of the amendments. The Committee invited Member States and international organizations to submit further comments to its next session with a view to consideration by the Ballast Water Review Group (MEPC 73/19, paragraphs 4.30 to 4.32).

3 The co-sponsors further reviewed the current ballast water management methods that ships have used and to be used, and provided improved amendments to the form of the IBWMC, taking the proposed amendments in document MEPC 73/4/7 into account.

Discussion

Details of ballast water management method(s) used by ships

4 In the form of the IBWMC set forth in appendix I of the BWM Convention, the items for details of ballast water management method(s) used are as follows:

"Details of ballast water management method(s) used

Method of ballast water management used
 Date installed (if applicable)
 Name of manufacturer (if applicable)

The principal ballast water management method(s) employed on this ship is/are:

- in accordance with regulation D-1
 in accordance with regulation D-2
 (describe)
 the ship is subject to regulation D-4"

5 Regulations B-3.6 and B-3.7 of the BWM Convention state that the requirements of regulation B-3 do not apply to ships that discharge ballast water to a reception facility, and other methods of ballast water management approved in principle by the Committee may also be accepted as alternatives to the requirements of the D-1 and D-2 standards.

6 Regulation A-4.1 states that a Party or Parties, in waters under their jurisdiction, may grant exemptions to any requirements to apply regulation B-3 or C-1 based on the *2017 Guidelines for Risk Assessment under Regulation A-4 of the BWM Convention (G7)*, and regulation A-4.4 states that any exemptions granted under regulation A-4 shall be recorded in the ballast water record book.

7 Regulation A-5 of the BWM Convention states that the Administration may determine equivalent compliance with the requirements of ballast water management for pleasure craft used solely for recreation or competition or craft used primarily for search and rescue, less than 50 metres in length overall, and with a maximum ballast water capacity of 8 cubic metres.

8 In accordance with the relevant provisions of the BWM Convention referred to in paragraphs 5 to 7 above, the ballast water management methods belonging to the scenarios of exemptions, equivalent measures, other methods approved by the Committee or discharging into reception facilities could comply with the BWM Convention. Moreover, ships using one or more of these methods, if falling into the application scope of regulation E-1 of the Convention, still need to be surveyed and issued with an IBWMC, and need to hold a ballast water management plan (BWMP) and a ballast water record book (BWRB).

9 At present, it is not feasible for some specific ships to either carry out ballast water exchange or install a ballast water management system (BWMS) due to their design and operation characteristics (refer to document MEPC 73/4/7, paragraphs 11 to 13). Therefore, other ballast water management methods are pursued based on the requirements of the BWM Convention mentioned above.¹⁰ According to regulation A-4, the exemptions are mainly applicable to a ship on voyage(s) between specified ports or locations, or to a ship which operates exclusively between specified ports or locations. However, a ship occasionally engaged in an international voyage, such as mobile offshore units (MOUs) may be granted an

exemption under regulation A-4 on the condition that the ship implements the D-1 standard instead of the D--2 standard (refer to BWM.2/Circ.52/Rev.1). Considering that exemptions granted under regulation 3 of MARPOL Annex I are required not only to be recorded in the Oil Record Book but also to be indicated in the IOPP certificate as an exemption item, it is reasonable to put the item "exemption" under regulation A-4 in the IBWMC in addition to it being recorded in a BWRB.

11 According to regulation B-3.6, the method of discharging ballast water into a reception facility is an alternative to the D-1 or D-2 standard. This method is mainly used as a contingency measure, but for some certain ships operating exclusively between specific ports this method can be selected as a regular measure of ballast water management provided that those ports receiving ballast water have sufficient reception facilities. The method of using reception facilities on a regular basis may require an exemption or agreement by the Administrations to prove that the ports receiving ballast water have adequate reception facilities. As an item in the IBWMC, the name of the port(s) with sufficient reception facilities is proposed to be indicated.

12 According to regulation B-3.7, other methods may be accepted as alternatives to the D-1 or D-2 standards. There are no other methods approved by IMO so far. The method of using drinking water as ballast water has been discussed at several MEPC meetings. Although the method has not been approved by the Committee, MEPC 71 endorsed the recommendation of the GESAMP-BWWG that in cases when an active substance is added to drinking water on board, there should be a submission to the GESAMP-BWWG for approval under the *Procedure for approval of ballast water management systems that make use of Active Substance (G9)* (refer to MEPC 71/17, paragraph 4.70). Using drinking water as ballast water has been agreed as an acceptable alternative to the D-2 standard in some regions or among relevant port States. Therefore, it is appropriate to put other accepted methods under regulation B-3.7 in the IBWMC as an option for ships to facilitate the selection of them once they are approved by IMO in the future, and a description of the other accepted method(s) used is proposed to be added.

13 In addition to equivalent compliance under regulation A-5, there are other ballast water management methods which can be considered as equivalent to the D-1 and/or D-2 standard, as described below in paragraphs 14 and 15.

14 According to regulation A-3.5, the discharge of ballast water from a ship at the same location where the whole of that ballast water and sediments originated is regarded as an exception. For some ro-ro passenger ships engaged in short international voyages, as described in paragraph 12 of document MEPC 73/4/7, discharge of ballast water at the same location is performed as a regular ballast water management method by employing some technical and operational means; it is not in violation of the requirements of the BWM Convention. Such a ballast water management method could be better treated as an equivalent measure instead of an exception considering that an exception is usually not reflected in the ship's certificates, nor given an exemption as suggested in document MEPC 73/4/7.

15 Some engineering ships, such as unmanned non-self-propelled (UNSP) barges, as described in paragraph 11 of document MEPC 73/4/7, when launching their international voyage with no ballast water and sediments, still need to hold a BWMP and a BWRB. Such ships of 400 gross tonnage and above still need to be surveyed and issued with an IBWMC. Therefore, this ballast water management method could be treated as an equivalent measure to the D-1 or D-2 standards.

IMO Ship Identification Number Scheme

16 In addition, the IMO Ship Identification Number Scheme adopted by resolution A.600(15) has been revoked by resolution A.1078(28), which has been revoked by A.1117(30), subsequently. Therefore, the footnote of "IMO Number" under the item of "Particulars of ship" in the form of the IBWMC needs to be revised accordingly by replacing resolution A.600(15) with resolution A.1117(30).

Proposals

17 Based on the discussion above, the "Details of ballast water management method(s) used" in the form of the IBWMC need to be improved to include all the options of ballast water management methods mentioned in paragraphs 10 to 15.

18 With regard to ballast water exchange (regulations B-4 and D-1), it is recommended that the three acceptable methods (sequential method, overflow method and dilution method) described in the *2017 Guidelines for ballast water exchange* (G6) could be included.

19 With regard to the method of installation of BWMS(s) (regulations B-3 and D-2), the installation date of the BWMS(s), the name and model of the BWMS(s) and the name of the manufacturers should be included. The details of each BWMS should be filled in where multiple BWMSs are installed (e.g. one BWMS for aft peak tank and another different BWMS for other ballast tanks). For the installation date of BWMS, a footnote is added to refer to the "Unified interpretation of Appendix 1 (Form of the International Ballast Water Management Certificate) of the BWM Convention" (BWM.2/Circ.66).

20 The co-sponsors provide proposed amendments to the form of the IBWMC in appendix I of the BWM Convention regarding "Particulars of ship" and "Details of ballast water management method(s) used", as set out in the annex to this document to fully reflect other relevant ballast water management methods.

Actions requested of the Committee

21 The Committee is invited to review the above proposal and take action as appropriate.

ANNEX

**DRAFT AMENDMENTS TO FORM OF THE INTERNATIONAL BALLAST WATER
MANAGEMENT CERTIFICATE (IBWMC)**

(Proposed amendments are shown in additions/deletions.)

1 The footnote of "IMO Number" under the item of "Particulars of ship" is replaced by the following:

"IMO Ship Identification Number Scheme adopted by the Organization by resolution A.1117(30)."

2 The "Details of ballast water management method(s) Used" is replaced by the following:

"1 Details of ballast water management method(s) used
Method of ballast water management used
Date installed (if applicable)
Name of manufacturer (if applicable)

The principal ballast water management method(s) employed on this ship is/are:

- in accordance with regulation D-1
- in accordance with regulation D-2
- (describe)
- the ship is subject to regulation D-4

1.1 Use of ballast water exchange (in accordance with regulations B-4 and D-1)

- .1 Sequential method
- .2 Flow-through method
- .3 Dilution method

1.2 Use of ballast water management system(s)¹ (in accordance with regulations B-3 and D-2)

- .1 Date installed²
- .2 Name of BWMS(s) and model(s)
- .3 Name of manufacturer(s)

1.3 Use of prototype technology (in accordance with regulation D-4)

- .1 Date installed
- .2 Name of prototype technology
- .3 Name of manufacturer

1.4 Discharge into reception facility (in accordance with regulation B-3.6)

- .1 Name of port(s) with adequate reception facility

1.5 Use of other methods acceptable (in accordance with regulation B-3.7)
(describe)

¹ Each BWMS shall be indicated here if more than one BWMS are installed.

² Refer to Unified interpretation of Appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention (BWM.2/Circ.66).

- 2 Exemptions
- 2.1 Exemptions have been granted by the Administration from the requirements of regulations B-3 or C-1 (in accordance with regulation A-4):
 - .1 the ship is on a voyage or voyages between specified ports or locations.....
 - .2 the ship operates exclusively between specified ports or locations.....
- 2.2 Exemptions have been granted by the Administration from the requirements of regulation D-2 on the condition that the ship performs ballast water exchange in accordance with regulations B-4 and D-1 and an approved ballast water management plan.....
- 3 Equivalentents
- 3.1 Use of equivalent compliance (in accordance with regulation A-5)
- 3.2 Discharge of ballast water and sediments at the same location where the whole of that ballast water and those sediments originated and not mixed with unmanaged ballast water and sediments from other areas (in accordance with regulation A-3.5)
- 3.3 Carrying no ballast water in ballast tanks during international voyages.....

