

Circular 201/ 2019

To: Vessel Owners, Managers, Masters, Officers, Deputy Registrars and Other Interested Parties

Subject: MARPOL Annex I - International Convention for the Control and Management of Ship's Ballast Water and Sediments – D2 Standard dead line.

Attachments:

IMO infographic

Date: 28th March 2019

Summary

From 8 September 2017 the BWM Convention entered into force globally, ships must manage their ballast water so that aquatic organisms and pathogens are removed or rendered harmless before the ballast water is released into a new location. This will help prevent the spread of invasive species as well as potentially harmful pathogens.

The convention applies to ships registered under contracting Parties to the BWM Convention, which take up and use ballast water during international voyages.

From the date of entry into force of the BWM Convention, all ships must conform to at least the D-1 standard; and all new ships*, to the D-2 standard.

From the date of entry into force, ships in international traffic are required to manage their ballast water and sediments to a certain standard, according to a ship-specific ballast water management plan. Ships have to carry:

- **A ballast water management plan** - specific to each ship, the ballast water management plan includes a detailed description of the actions to be taken to implement the ballast water management requirements and supplemental ballast water management practices;
- **A ballast water record book** - to record when ballast water is taken on board; circulated or treated for ballast water management purposes; and discharged into the sea. It should also record when ballast water is discharged to a reception facility and accidental or other exceptional discharges of ballast water; and
- **An International Ballast Water Management Certificate** (ships of 400 gt and above) This is issued by or on behalf of the Administration (flag state) and certifies that the ship carries out ballast water management in accordance with the BWM Convention and specifies which standard the ship is complying with, as well as the date of expiry of the Certificate.

** All ships >or = 400gt (except floating platforms, FSUs and FPSOs) are to be surveyed (initial, annual intermediate, and renewal) and certificated (not exceeding 5 years).*

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

From the date of entry into force of the BWM Convention, all ships must conform to at least the D-1 standard; and all new ships, to the D-2 standard.

A ship undergoing a renewal survey linked to the ship's International Oil Pollution Prevention Certificate after 8 September 2019 will need to meet the D-2 standard by the date of this renewal survey.

- If the previous IOPPC renewal survey was between 8 September 2014 and 8 September 2017, then the ship must comply with D-2 standard by this renewal survey.
- If the previous IOPPC renewal survey was before 8 September 2014, then the ship can wait until the next renewal survey (which will be after 8 September 2019).

For ships under 400 GT , that doesn't have an IOPP renewal survey, shall meet the D-2 standard not later than 8 September 2024.

Ships may be subject to port State control in any port or offshore terminal of a Party to the BWM Convention. This inspection may include verifying that there is onboard a valid Certificate and an approved ballast water management plan; inspection of the ballast water record book; and/or sampling of the ship's ballast water, carried out in accordance with the Guidelines for ballast water sampling.

However, the time required to analyse the samples shall not be used as a basis for unduly delaying the operation, movement or departure of the ship.

Summary of standards:

D1 standard

The D-1 standard requires ships to conduct an exchange of ballast water such that at least 95% of water by volume is exchanged far away from the coast.

D2 standard

The D-2 standard specifies that ships can only discharge ballast water that meets the following criteria:

- less than 10 viable organisms per cubic metre which are greater than or equal to 50 micrometres in minimum dimension;
- less than 10 viable organisms per millilitre which are between 10 micrometres and 50 micrometres in minimum dimension;
- less than 1 colony-forming unit (cfu) per 100 millilitres of Toxicogenic *Vibrio cholerae*;
- less than 250 cfu per 100 millilitres of *Escherichia coli*; and

- less than 100 cfu per 100 milliliters of Intestinal Enterococci.

D-2 standards to be met at the IOPP renewal surveys:

From 8 September 2017:

- New ships must meet the D-2 standard.

All ships must have:

- A ballast water management plan;
- A ballast water record book; and
- An International Ballast Water Management Certificate.

- Existing ships must meet at least the D-1 (ballast water exchange) standard; they may also choose to install a ballast water management system or otherwise meet the D-2 (discharge) standard but this is not mandatory until the corresponding compliance date.

- IOPPC Renewal survey after 8 September 2019

A ship undergoing a renewal survey linked to the ship's International Oil Pollution Prevention Certificate after 8 September 2019 will need to meet the D-2 standard by the date of this renewal survey.

- IOPPC Renewal survey between 8 September 2017 and 8 September 2019

- If the previous IOPPC renewal survey was between 8 September 2014 and 8 September 2017, then the ship must comply with D-2 standard by this renewal survey.

- If the previous IOPPC renewal survey was before 8 September 2014, then the ship can wait until the next renewal survey (which will be after 8 September 2019). "

For further enquiries, please contact Maritime Cook Islands at technical@maritimecookislands.com



Complying with the Ballast Water Management Convention

Stopping the spread of invasive aquatic species



D1 standard requiring ships to exchange ballast water in open seas, away from coastal areas. Few organisms survive.

D2 standard specifying the maximum amount of viable organisms allowed to be discharged, including specified indicator microbes harmful to human health. Usually involves installing ballast water management system.

BACKGROUND INFO

- ✓ All new ships must conform to the D2 standard.
- ✓ Until the date when they have to meet the D2 standard, existing ships should exchange ballast water mid-ocean, to meet the D1 standard.
- ✓ Over time, all ships will have to meet the D2 standard.
- ✓ 'Renewal survey' refers to the IOPPC renewal survey under MARPOL Annex I

All ships must have:

- ballast water management plan
- ballast water record book
- International Ballast Water Management Certificate

