



SING-LLOYD

390 Victoria Street
#02-38, The Golden Landmark
Singapore 188061

Circular No. 03-2023

Rev. 0

Maritime Circular No. 03-2023

To:

Ship Owners / Managers / Operators, All SING-LLOYD Departments and Surveyors

Subject:

Ballast Water Management BWM Policy

References:

BWM Convention, Resolution MEPC.127(53), Resolution MEPC.174(58), Resolution MEPC.279(70), Resolution MEPC.300(72), MEPC 71/WP.11/Rev.1, BWMS Code, IMO Circular BWM.2/Circ.40

Purpose:

To provide guidelines for compliance with the International Convention for the Control and Management of Ballast Water and Sediment, 2004 (BWM Convention).

1. The BWM Convention had entered into force on 8 September 2017.
2. BWM Convention applies to all ships irrespective of type, including submersibles, floating craft, floating platforms, FSUs and FPSOs.
3. BWM Convention shall not apply to ships included in Article 3, Reg.2 of the convention.
4. Commencing 8 September 2017, all ships shall comply with the following requirements, as applicable:
 - a. Ships of <400GT, designed / constructed to carry ballast water:
 - i. Carry onboard a Ballast Water Management Plan, approved by the SING-LLOYD as a responsible Recognised Organisation (RO) of the appropriate Flag Administration on behalf of Ship's Flag Administration, in accordance with Regulation B-1.
Additional guidelines for the BWM Plans are given in IMO Resolution MEPC.127(53);
 - ii. Carry onboard a Ballast Water Record Book, in accordance with Regulation B2;
 - iii. Manage their ballast water on every voyage by performing ballast water exchange, or by treating water utilising a type approved ballast water treatment system;
 - b. Ships of ≥ 400 GT
 - i. Undertake surveys in accordance with Regulation E-1, and carry onboard the IBWM Certificate (excludes floating platforms, FSUs and FPSOs);
 - ii. Carry onboard a Ballast Water Management Plan, approved by the SING-LLOYD on behalf of the Ship's Flag Administration, in accordance with Regulation B-1.
Additional guidelines for the BWM Plans are given in IMO Resolution MEPC.127(53);

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- iii. Carry onboard a Ballast Water Record Book, in accordance with Regulation B2;
 - iv. Manage their ballast water on every voyage by performing ballast water exchange, or by treating water utilising a type approved ballast water treatment system.
5. Ships are required to comply with the discharge standards (Annex, Section D), as follows:
- a. Existing ships are required to comply with regulation D-1 (the Ballast Water Exchange Standard) no later than 08 September 2017;
 - b. Existing ships had to comply with regulation D-2 (the Ballast Water Performance Standard):
 - i. on the first IOPP renewal survey (MARPOL Annex I) after 08 September 2017 if:
 - the IOPP renewal survey is completed on or after 08 September 2019.
 - the IOPP renewal survey is completed on or after 08 September 2014 but prior to 08 September 2017.
 - ii. on the second IOPP renewal survey (MARPOL Annex I) after 08 September 2017 if the first renewal survey following the date of entry into force of the convention is completed prior to 08 September 2019 and if conditions of paragraph b(i) are not met.
 - c. Ships constructed before the entry into force of the Convention and delivered after 08 September 2017, having also completed the Initial IOPP survey shall comply with the D-2 standard at the first IOPP renewal survey after delivery.
 - d. Ships with a keel laying date after 08 September 2017 are required to comply with regulation D-2 upon delivery.
 - e. Oil tankers of less than 150GT, and every other ship of less than 400GT, to which MARPOL Annex I (IOPP survey) does not apply, shall conduct Ballast Water Management that at least meets the standard described in regulation D-2 no later than 08 September 2024.
6. Exceptions, Exemptions and Equivalentents are taken into consideration only as referred in Regulations A-3, A-4 & A-5 respectively. No deviation from these regulations is allowed. For the evaluation of an exemption request, the following shall be submitted:
- a. Application for Exemption, Dispensation, Equivalent” duly filled and signed (the ship owner can apply to SING-LLOYD for an application form);
 - b. Official letter from the shipowner/ISM manager declaring the ports/ locations in accordance with Regulation A-4.1.1 of the convention;
 - c. Risk assessment, in accordance with Regulation A-4.1.1 of the convention.
7. Reporting of the IBMW Certificate and BWM Plan approval to be done by the SING-LLOYD performing survey/ approval duties.
8. BWM systems type approved by other Administrations can be accepted on ships under their flag, only if the approval has been carried out in accordance with Resolution MEPC.174(58), Resolution MEPC.279(70) or Resolution MEPC.300(72) as applicable. For such systems to be accepted, a type approval certificate of the BWM system shall be issued by the Ship’s Flag Administration. The required

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documents that need to be submitted are all existing Type Approval Certificates and Type Approval Reports (including their entire contents and all annexes, appendices or other attachments), (ref. BWMS Code Annex, part 7).

9. Ships calling US ports or US jurisdictional waters, shall be fitted with Ballast Water Management Systems accepted by the United States Coast Guard (USCG) according to the timeline set by that Administration.

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