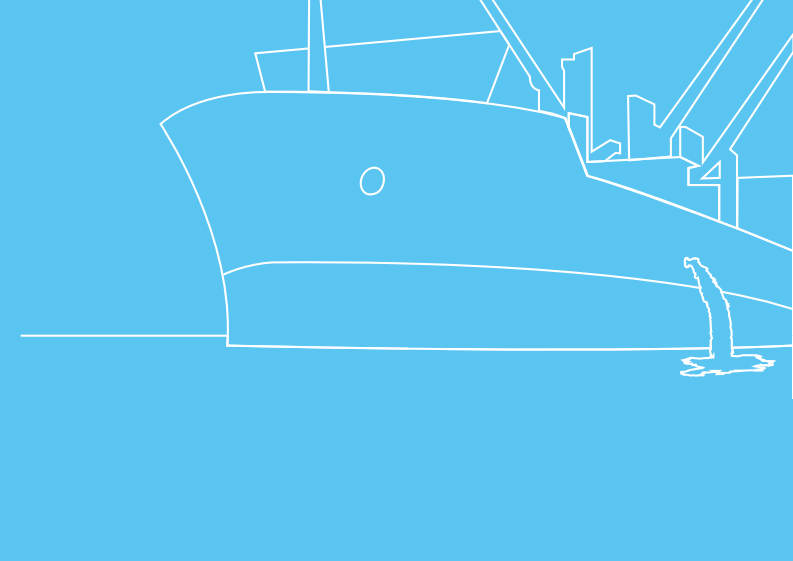


### WHAT IS THE BALLAST WATER MANAGEMENT (BWM) CONVENTION?



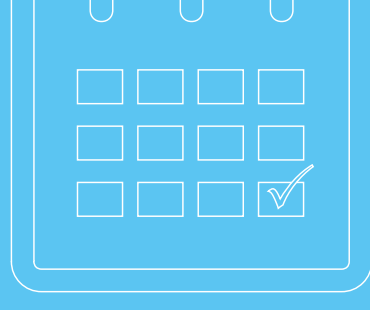
The BWM Convention (adopted in 2004) is the International Convention for the control and management of ship's ballast water and sediments. The aim being to remove, render harmless or avoid uptake or discharge of harmful aquatic organisms and pathogens within ballast water sediments by mechanical, physical, chemical and biological processes (either singularly or in combination).

### WHAT QUALIFIES AS BALLAST WATER AS PER THE BWM CONVENTION?

Ballast water is defined as water with its suspended matter, which can include microscopic life forms, coastal sediments and any associated organisms, taken on board a ship to control trim, list, draught, stability or stresses of the ship.



### WHEN WILL THE BWM CONVENTION ENTER INTO FORCE?



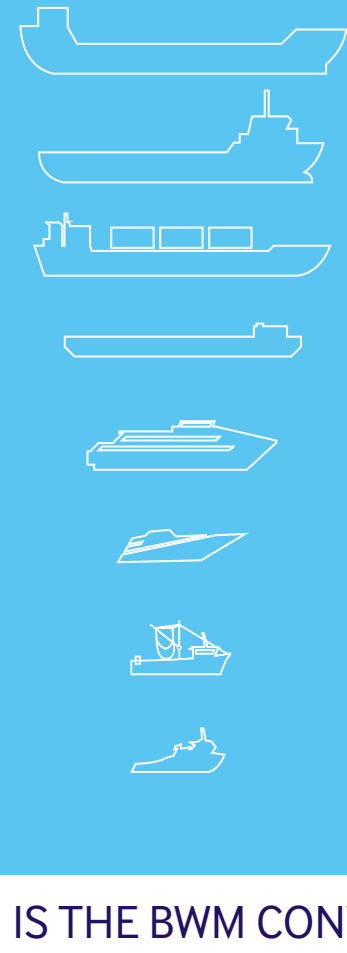
The BWM Convention will enter into force 12 months after ratification by 30 states, the combined merchant fleets of which represent no less than 35% of the gross tonnage of world's merchant shipping. The current status of the BWM convention can be found by following the link: [www.imo.org/about/conventions/statusofconventions](http://www.imo.org/about/conventions/statusofconventions). It is envisaged that it will come into force in 2017.

### WHY IS BALLAST WATER TREATMENT ESSENTIAL?

Shipping operations often require vessels to take in ballast water at the discharging port and subsequently discharge this ballast water at the loading port. These locations may often be in different ecological zones. As ballast water contains a variety of organisms such as bacteria, viruses, marine plants and marine animals, the transfer of these invasive non-native species can cause a detrimental effect on the receiving ecosystem and in turn, impact the local economy and public health.



### WHICH VESSELS DOES THE BWM APPLY TO?



It applies to all vessels operating in the aquatic environment. This includes submarines, floating crafts, floating platforms, floating storage units (FSU), floating production storage and offloading units (FPSOs). However, it will not apply to the following:

- Ships not designed or constructed to carry ballast water.
- Ships trading domestically (unless the coastal state within whose jurisdiction the ship trades requires compliance with the convention).
- Any warships, naval auxiliary or other ships owned or operated by a State provided it is used only on government non-commercial service.
- Ships with permanent ballast water in sealed tanks and therefore not subject to discharge at any time.

### IS THE BWM CONVENTION APPLICABLE IF THE VESSEL CARRIES FRESH WATER AS BALLAST?

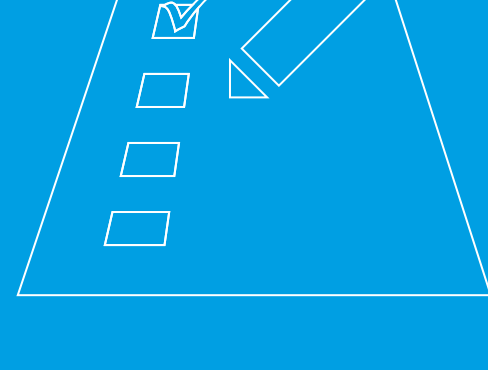
Yes. As per MEPC 59, fresh water is considered as ballast water and would require ballast water treatment by an approved system in accordance with the BWM Convention.

### IS THE WATER IN HOPPER DREDGERS CONSIDERED AS BALLAST?

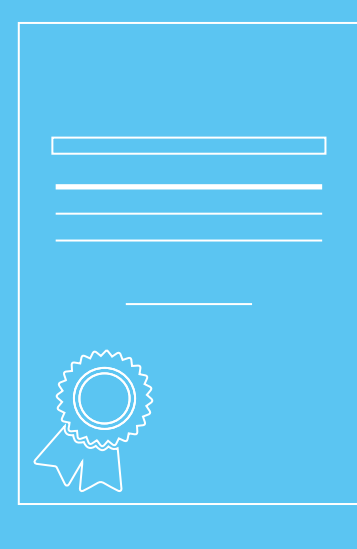
No. As per BWM.2/Circ.32 (Applicability of the Ballast Water Management Convention to hopper dredgers) water in hopper dredgers is not considered as ballast water.

### WHAT IS REQUIRED FOR COMPLIANCE WITH THE BWM CONVENTION?

- A review of a ship's plans and ballast systems to ensure compliance with the BWM convention.
- Development of a BWM plan.
- Installation of an approved ballast water treatment system as applicable.
- Submission of the BWM plan for approval to the classification society, flag administration or certifying administration as appropriate.
- Arrangement for initial survey by classification society, flag administration or certifying administration as appropriate to obtain a BWM certificate or certificate of compliance.
- Training of ship staff in BWM operations.
- Maintenance of records in the ballast water record book as per the BWM plan including sediment management.



### WHAT ARE THE SURVEY AND CERTIFICATION REQUIREMENTS FOR THE BWM CONVENTION?



Ships of 400GT and above to which the convention applies excluding floating platforms, FSUs and FPSOs, (see below) are to undergo an initial survey by classification society, flag administration or certifying administration as appropriate and on completion, an International Ballast Water Certificate will be issued for ships whose flag has ratified the BWM convention. For other ships operating under a flag for which the convention does not yet apply, but will trade within convention ports, a BWM Certificate of Compliance will be issued. Both these certificates will have a validity of five years subject to annual, intermediate and renewal surveys in accordance to the IMO's Harmonised System of Survey and Certification Guidelines.

Ships below 400GT, floating platforms, FSUs and FPSOs will be subject to appropriate measures as established by the certifying administration\* to ensure that the applicable provisions of the BWM convention are complied with.

### WILL PSC AUTHORITIES ALSO CHECK COMPLIANCE WITH THE BWM CONVENTION?

Yes. PSC officers will be authorised to sample and analyse the ballast water to ensure that it meets the discharge criteria as required by the BWM convention.

They can also detain the ship if:

- The BWM Certificate is not valid.
- The ballast water record book is not maintained correctly.
- The ship's ballast sample does not meet the specifications as required by the convention.
- The condition of the ship or its BWC associated equipment does not correspond to the particulars in the certificate.
- The ship staff are not familiar with or have not implemented the essential shipboard procedures relating to BWM.

### WILL COMPLIANCE WITH BWM CONVENTION BE SUFFICIENT FOR SHIPS TO ENTER UNITED STATES WATERS?

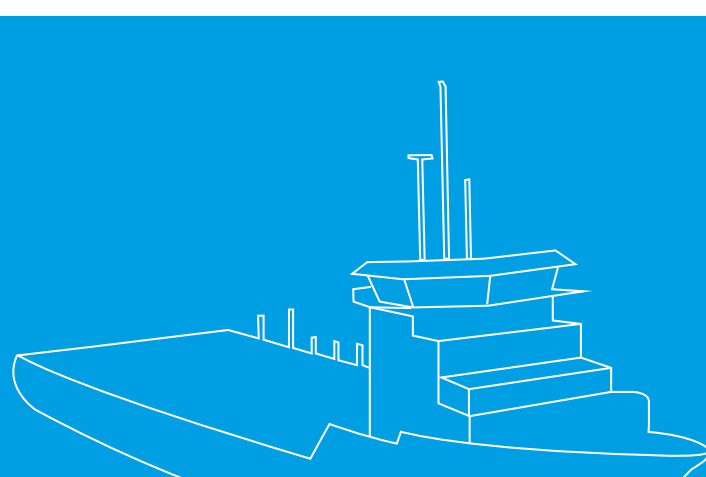


All vessels calling at US ports must comply with the United States Coast Guard (USCG) requirements relating to BWM. This states that the ballast water treatment systems should be USCG type approved.

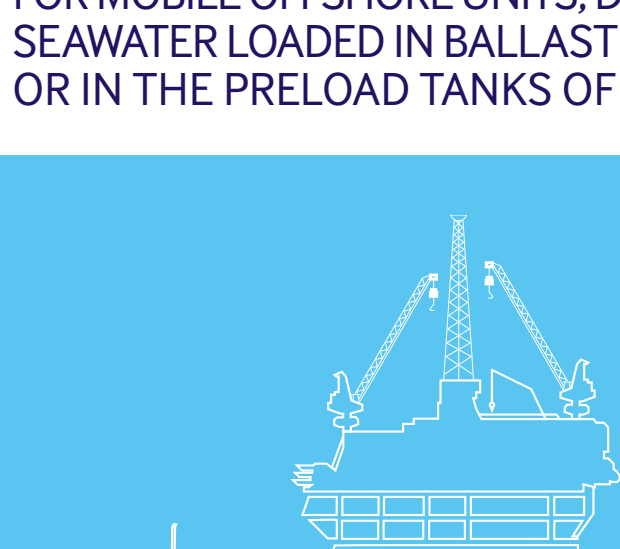
### DO OFFSHORE SUPPORT VESSELS (OSVS) HAVE ANY FLEXIBILITY WITHIN THE BWM CONVENTION GIVEN THE SPECIALISED NATURE OF THEIR TRADE?

Yes, OSVs are provided optional methods of compliance as per BWM.2/Circ.44 for meeting the functional goals of the BWM Convention.

BWM.2/Circ.44 also states that drill water or water taken and stored on board for the purpose of protecting low flash point liquid (LFL) tanks, which is not discharged into the environment, is not subject to the requirements of the convention.



### FOR MOBILE OFFSHORE UNITS, DOES THE BWM CONVENTION APPLY TO SEAWATER LOADED IN BALLAST TANKS OF COLUMN STABILISED UNITS OR IN THE PRELOAD TANKS OF SELF-ELEVATING UNITS?



Yes. Although, as per BWM.2/Circ.46 (Application of the BWM Convention to Mobile Offshore Units), seawater loaded in ballast tanks of column stabilised units or in the preload tanks of self-elevating units, may be discharged without management, at the same location, provided that no mixing with unmanaged seawater or sediments from other areas has occurred. In case mixing has occurred or the location has changed, then the ballast water and sediments have to be managed as per the BWM convention.

\* The Flag state which issues the certificate to the vessel is the certifying administration. It may not necessarily be the Flag which the vessel flies, as it this depends on whether the Flag has ratified the BWM convention or not.

For more information on Loss Prevention please visit:

[www.shipownersclub.com/loss-prevention](http://www.shipownersclub.com/loss-prevention)