

BALLAST WATER MANAGEMENT CONVENTION. IMO DEVELOPMENTS 2013

Review of MEPC 64 / MEPC 65
Sub Committee BLG 16 / 17

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INTRODUCTION:

- ◉ The International Maritime Organisation, (IMO) is the United Nations' specialized agency responsible for improving maritime safety and preventing pollution from ships. MEPC is a Committee tasked with the development and implementation of International Conventions dealing with maritime environmental protection. The IMO is based in London, UK.
- ◉ The BWMC has been developed as a Global solution to the trans-shipment and discharge of aquatic organisms in ballast water, into non native marine environments.
- ◉ Harmful aquatic organisms in ballast water have been identified as having a serious ecological, human health and economic consequence.
- ◉ A standard for ballast water treatment has been developed at the IMO, contained in the BWMC (Section D). That is the benchmark required for treatment and therefore sets the operational requirement for treatment systems. A series of Guidelines expand further on the practical implementation of the Convention.

INTRODUCTION:

- ◉ The Entry into Force requirement is 12 months after ratification by 30 or more IMO MS + 35% of world tonnage.
- ◉ The BWMC has been open for accession by any Member State since 31 May 2005
- ◉ Currently: 37 Member States representing 30.32% of World tonnage have ratified the BWM Convention.
- ◉ Ireland is currently in the process of ratification.
- ◉ In the European region, 11 Countries have ratified the BWM Convention.
- ◉ Several Groups have been tasked at the IMO with assisting MEPC and the MS with issues surrounding the BWMC. A Ballast Water Review Group and a Technical Group (GESAMP, responsible for IMO Type approval of Active Substance Treatment Systems)

BLG 16

- ◉ A sampling correspondence group chaired by the EC reviewed all of the current BW treatment technologies available and developed a suite of practical BW sampling protocols to determine compliance with the BWMC.
- ◉ Following in line with current Port State Control practices for inspections, a two stage sampling practice was presented, Indicative analysis and Detailed analysis.
- ◉ Concerns raised:
 1. *Is BW compliance sampling equal to equipment type approval testing.*
 2. *Is the equipment type approval robust enough.*
 3. *Concerns over the operational conditions where specific BW Treatment systems would work. Fresh water, Cold sea temperatures, Shipboard conditions (Vibration, Scaling of Systems)*

MEPC 64

- ◉ The Committee and MEPC Chairman urged those States which have not yet ratified the BWMC to do so at their earliest possible opportunity.
- ◉ GESAMP-BWWG received 9 proposals for approval of BW management systems (Active Systems) Basic approval was agreed for 5 of those systems. Final approval was granted to 3 systems that were previously granted basic approval.
- ◉ GESAMP made 3 recommendations that were agreed by the Committee.
 1. *Urge test facilities to recognize the importance of the assessment of water quality used for testing and include detailed results in submitted dossiers.*
 2. *Note the recommendation to use unpolluted natural seawater as preferable to the use of synthetic seawater for BWMS tests*
 3. *Request that all data that could affect the environmental assessment must be included in the original submission.*

MEPC 64

- ◉ The Committee also urged MS to ensure full transparency regarding active substance systems and to minimize confidentiality in support of rapid ratification.
- ◉ It was noted that 28 type approved BWMS are available.

The Republic of Korea submitted a paper regarding on the availability of BWMS and installation facilities indicating that by 2020 more than 60,000 BWMS would be manufactured in the Republic of Korea alone.

The BW Review Group determined that:

- ◉ Following review and protracted discussion on availability, it was concluded that appropriate technologies do exist to comply with BWMC D-2.
- ◉ The suitability of the standards for Type Approval were discussed and it was agreed that an amendment to the Guidelines (G8) were not appropriate. Instead, text was to be considered to improve Resolution 175 (58) & Circ. 28.
- ◉ Technical Submissions were invited to outline issues with the supply, operation and suitability of Type Approved BWMS.

MEPC 64

- ◉ Instruction was to be provided to the relevant sub-committees (BLG / FSI) that sampling and analysis procedures for Port State Control should be no more stringent than that required for Type approval of BWMS.
- ◉ Also agreed:
 1. *To further discuss the BWMS Electronic monitoring, recording, and data access issues as raised by one MS and supported by several other MS.*
 2. *To Draft a Circular on the issuance of BWM Certificates prior to the entry into force and the acceptance of approved BWM Plans.*
 3. *Set up a Group to draft an assembly resolution for amendment of the passed Convention dates for Ships to have compliant BWMS.*

BLG 17

- ◉ Guidance issued for Testing Facilities, IMO MS and Vessels provided in MEPC 175 (58) & BWM.2/Cir.28, regarding the specific operational parameters that a BWMS will work in and the reporting of that information.
- ◉ Inclusion in the Type approval Certificate the specific physical conditions that a BWMS is approved for.
- ◉ The inclusion in the new guidance of a trial period for standardised and scientifically validated sampling protocols.

Linked to an agreed period where criminal sanctions based on sampling alone would not take place. Enforcement based on certification, crew familiarisation and equipment checks could take place. BW discharge could be halted by PSC due to detected problems in those areas. Trial period suggested to be 2 -3 years.

- ◉ Draft Circ. produced providing BWM options for Offshore Support Vessels.

MEPC 65

- ◉ In opening statements of Committee IMO MS were once again asked to ratify the BWMC as soon as possible.
- ◉ There was significant discussion about application dates, resulting in the development of an Assembly resolution dealing with the date that Ships must fully apply the BWM Convention.
- ◉ Currently, several application compliance dates for Ships built in the last 3 years have passed.

Not all EU MS agreed that the Resolution is the most effective solution as it is considered an undue delay in the adoption of the BWMC. That said, this must be approved unanimously by all of the IMO MS at the Assembly meeting to be accepted.

In Short Ships subject to BWMC B3 (Schedule of compliance) constructed before the entry into force of the BWMC (12 months after full ratification) will not be required to comply with the BWMC until that Ships renewal survey date.

Based on the IOPP Certificate, 5 years.

MEPC 65

- ◉ Regulation A-1.5 of the BWMC, Ships major conversion was subject to discussion and clarification.
- ◉ The use of Drinking Water as Ballast was the subject of several submitted papers and an action plan was developed in order to assess potential risks.

Plan included:

To provide information on international drinking water quality and distribution standards.

Clarify the risks to human health and environment if discharged.

Undertake a risk assessment under resolution MEPC 206 (62) of a known drinking water standard.

Develop criteria for allowing a ballast water tank to receive drinking water. Effects of long & short term storage in that tank.

FSI 21

- ◉ Ballast water Port State Control guidelines have been developed by the Paris MOU with significant input from the IMO Working Groups.

Text developed by PMOU and circulated but has been since been revised following submitted comments from several IMO MS.

Consultation is on-going.

Issues to be addressed:

- ◉ Drinking Water.
- ◉ How to do it Manual on BWM.
- ◉ Guidelines for Port State Control.
- ◉ The Trial Period for Port State Control
- ◉ Sampling Protocols, standardisation & validation.
- ◉ Pressure to revise sections of the BWMC and Guidelines after adoption.

QUESTIONS????

- Information and all of the Committee submissions, supplemental papers and final reports are available from the IMO for Member States when registered.

www.imo.org

- Thank You Kindly for your Attention.