

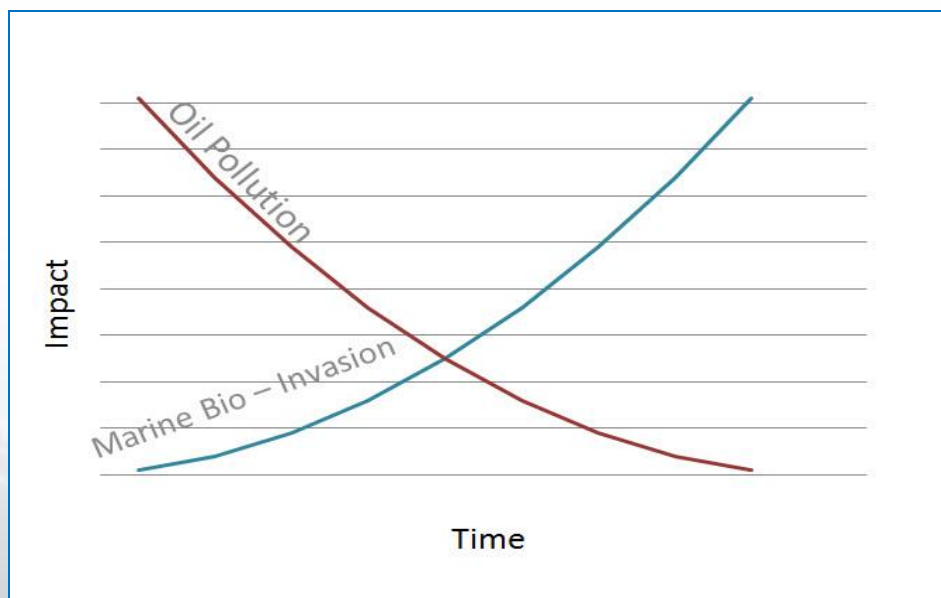
# **Ballast Water Management Convention**

## **PSC issues**

Holger Meyer

Senior Project Officer  
Port State Control  
Ship Safety

The bio-invasion of alien invasive species into the ballast water carried by ships is not visible and does not alert the coastal populations or government or media (like in the case of accidental oil pollution from ships)..... but the damages in the eco-system could be extremely serious



The ballast water management convention aims to stop this bio-invasion

### Status

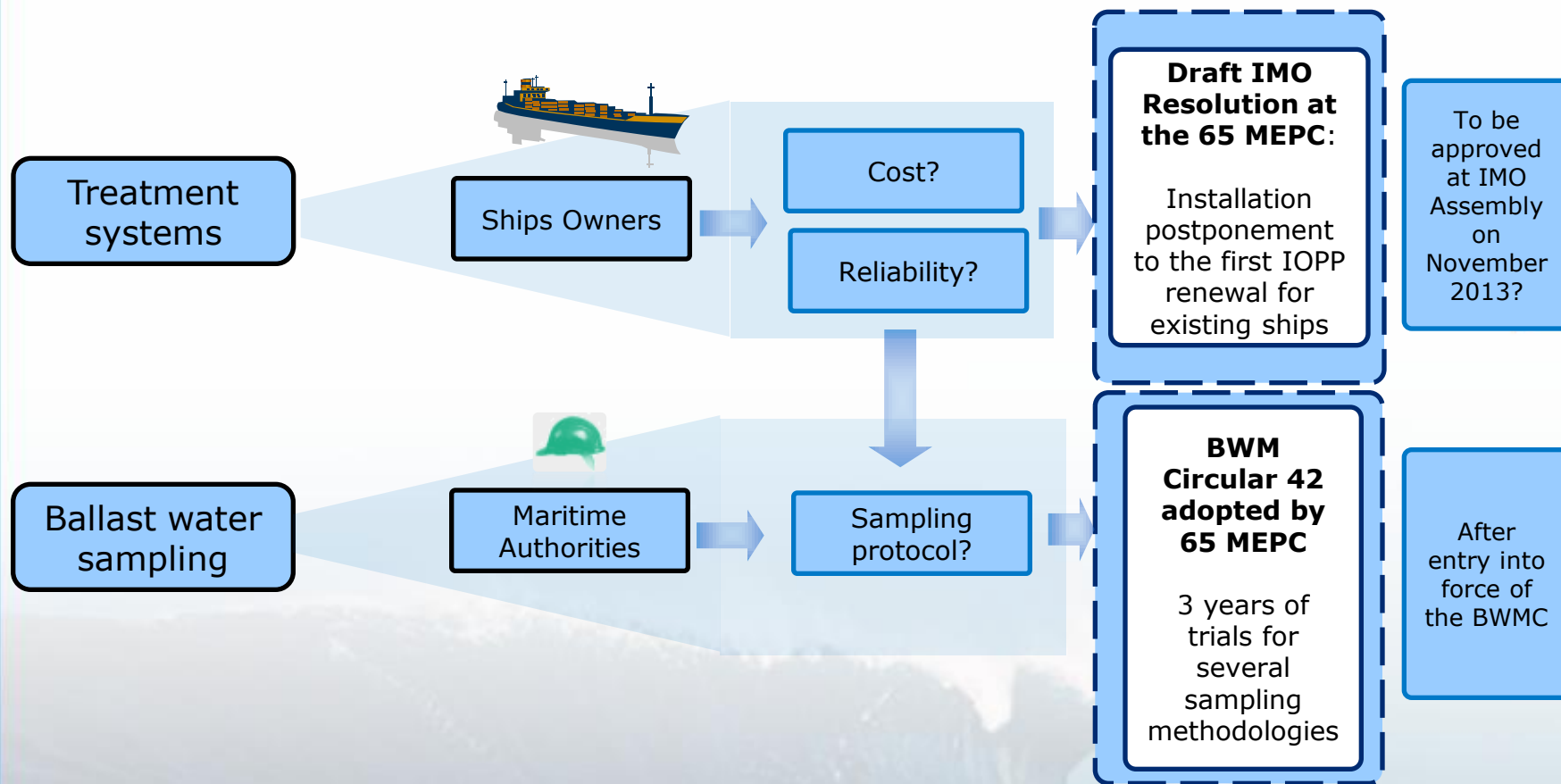
It will come into force one year after the ratification of the flag States representing 35% of the world fleet.

According to the most recent data (Source: IMO) 37 States has ratified the Convention for a percentage equal to 30.3% of the world fleet.

It could come into force by the end of 2014 if one of the States with a fleet more than 4.7% of world fleet should ratify the Convention within 2013 (i.e. Panama, Malta, UK or Singapore)



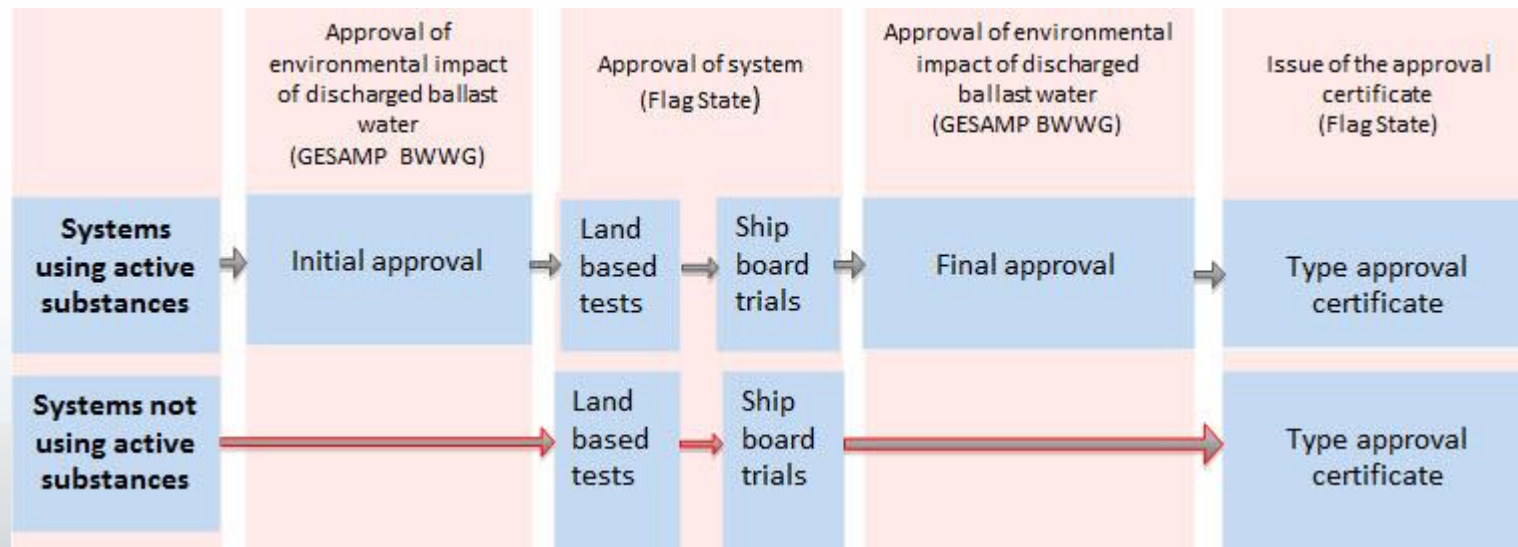
## Main technical issues and last development at 65 MEPC (May 2013):



# Ballast treatment systems

Draft Resolution adopted in 65 MEPC to be approved during next MSC (November 2013):

The systems must be approved according IMO procedures:

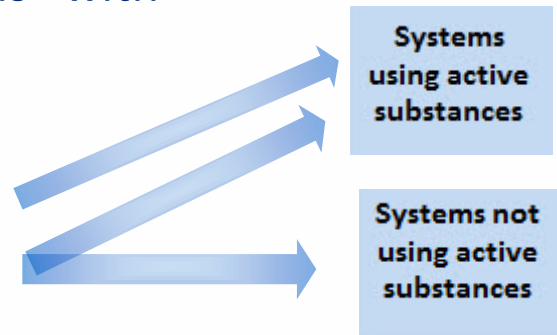


Moreover both systems must undergo to bio and toxic testing

## Ballast treatment systems

.....But for EU member States what happens with reference to:

- ☐ the European biocides Regulation 528/2012/UE
- ☐ Directive 96/98/EC on marine equipment



Have the systems to be submitted to a double approval process before to be installed on EU ships?

Moreover, it should be noted that USCG has issued its own rules already in force by June 2012. These are applicable to new ships built from December 2013 and existing ones by 2016. All ballast water treatment systems (BWMS) intended to be used in the waters of the United States will have to be approved by the USCG although those approved according to IMO procedures may be accepted, but only after their verification.



## Ballast water sampling

BWM/Circ.42 on 24 May 2013. *Guidance on ballast water sampling and analysis for trial use in accordance with BWM Convention and Guidelines (G2)*

1. IMO has decided that the methodologies included in this Circular, once validated and standardised by the scientific community, have to be tested by PSC in the period of 3 years after EIF
2. In testing period no PSC enforcement based on sampling alone
3. The **hope** is that after testing one or more official written protocol will be developed and accepted as a standard and get available for PSC Authorities

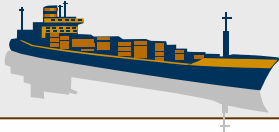
## **In the mean time FSI (III) is working for PSC guidelines**

- It is an Additional Guide for PSC Authorities covering the additional issues raised which focus on the preparation for PSC and on what to do when a discharge has been stopped.
- It is based on the draft created by TF 33 of the Paris MoU

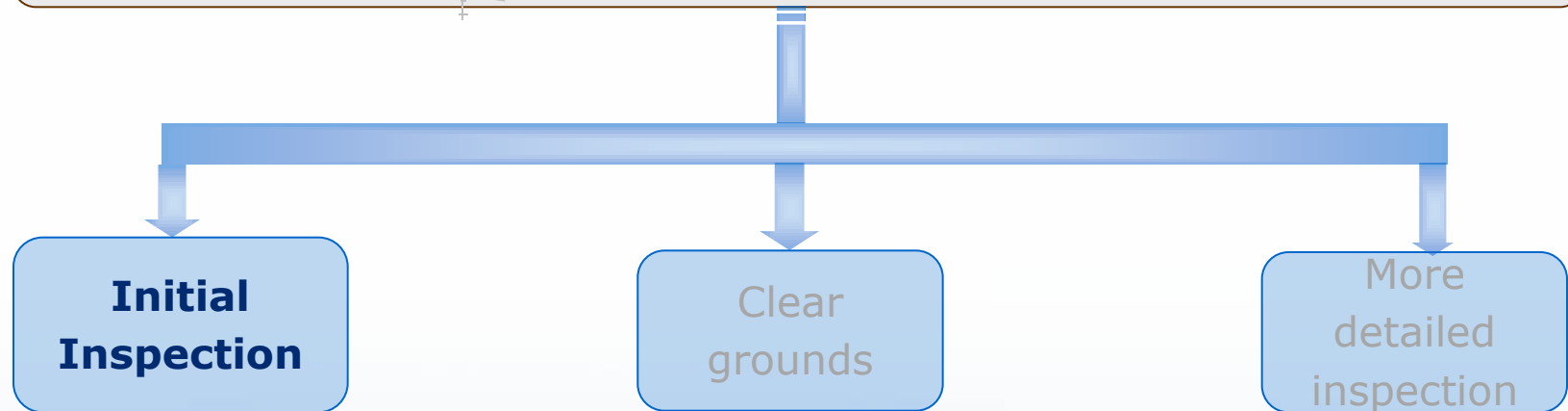




# Draft PARIS MoU Guidelines



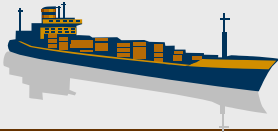
## Inspections



- BWM Certificate
- Procedures on board according BWM Plan
- Type approval certificate for BWMS
- Ballast water record book
- Appointment of the Designated Officer

For ships non fitted with on board monitoring system the PSCO may undertake an indicative sampling based on IMO guidance

# Draft PARIS MoU Guidelines



## Inspections

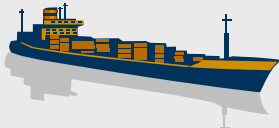
Initial  
Inspection

Clear  
grounds

More  
detailed  
inspection

- Absence of one of the above mentioned documents
- False entries in the WB Record book
- Crew not familiar with on board procedures
- Information from third parties
- Designated Officer not appointed

# Draft PARIS MoU Guidelines



## Inspections

Initial  
Inspection

Clear  
grounds

**More  
detailed  
inspection**

Depending on the shortcomings detected, the PSCO may require detailed analysis (based on IMO Guidance)

- Actions based on the analysis of the B.W. Management Plan
- Check of the duties of the Designated Officer
- Check of the record-keeping applied on board (if in compliance with the Convention)

# Draft PARIS MoU Guidelines

## Prevention

**New concept:** partially included into other PSC procedures (applicable even at the end of the initial inspection)

In case of evidence of non-compliance (e.g.: based on sampling findings)

Immediate mitigation measures  
(including stopping of the discharge of BW)

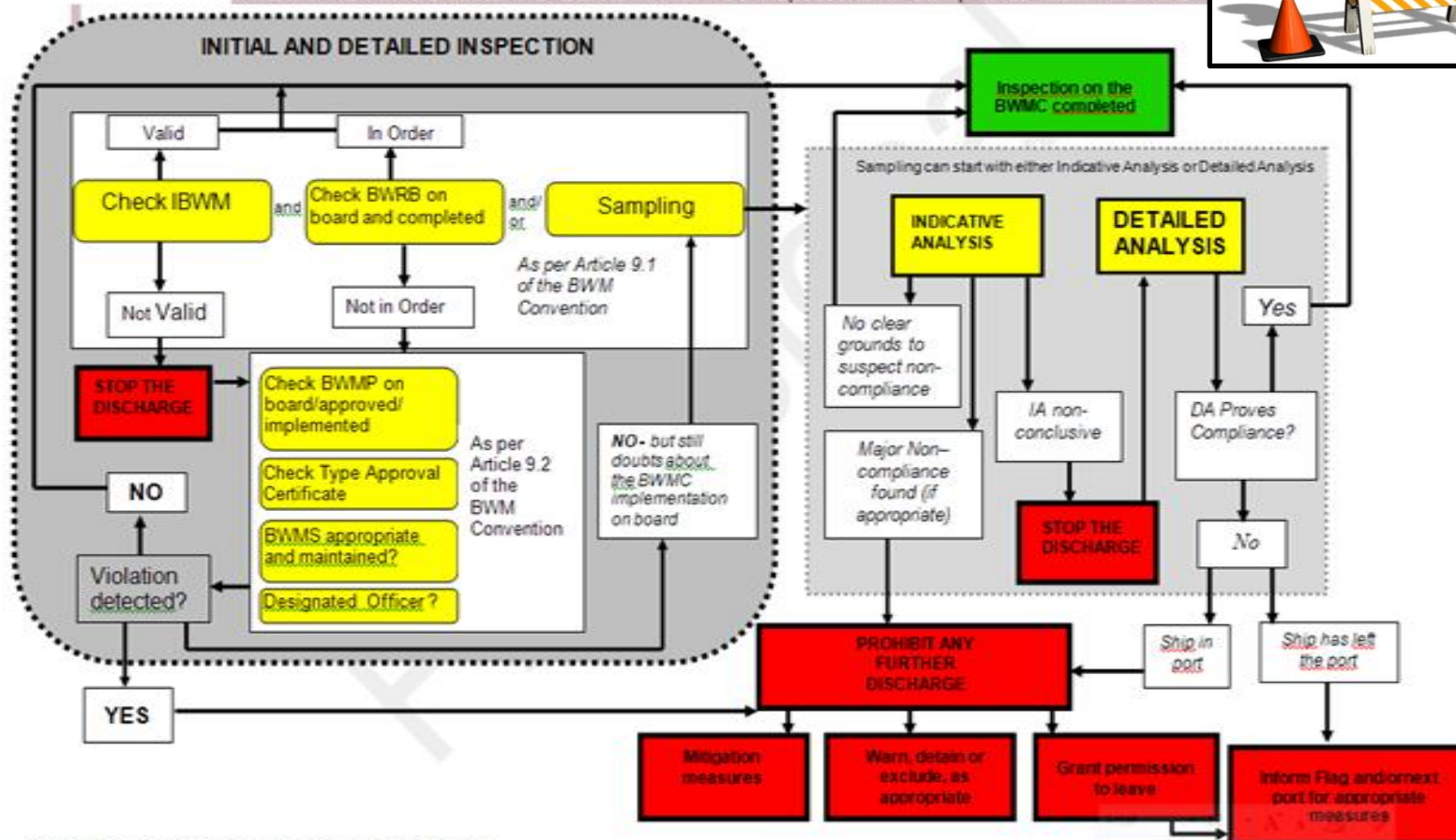
## Detention

### Based on:

- Absence of certificate or documents
- Failure of the BWMS
- Evidence from sampling results

In case of major non compliance/detainable deficiencies:  
Prohibition of the discharge of BW

Annex 1: New Flowchart for the "Guidelines for PSC Inspections for Compliance with the BWMC"



\*Sampling may be executed at any stage of the inspection but normally only at a more detailed inspection.

## Other Guidance attached to the PSC Guidelines

1. Use of Self-monitoring systems;
2. Preparing for sampling for compliance:  
Resource assessment;  
What are you trying to achieve – what is needed for enforcement; and  
Who should sample?
3. How to decide what methodology should be used;
4. What to do when a deficiency is being rectified;
5. What can be done if a vessel cannot rectify their problem/deficiency;
6. What to do when a vessel turns up with a problem;
7. Training guidance; and,
8. Handling the sample.



## What to do when a deficiency is identified

- Option A** – remain where it is until the deficiency is rectified;
- Option B** – move to a safe anchorage if the location of the ship is unsuitable (i.e. the berth is needed by the port); or
- Option C** – leave port to rectify the deficiency in another location.

## What to do when a vessel cannot rectify

- Option 1 –** arrange for treatment of the ballast water discharge to the D-2 standard using a mobile [, or another ship's] BWMS;
- Option 2 –** arrange for delivery of the ballast water to a land-based ballast water reception facility;
- Option 3 –** arrange for the discharge of ballast water from the ship into another ship, for treatment or delivery onshore [or into another ship that requires ballast water];

- Option 4 –** retain ballast water on the ship and limit further cargo handling, ensuring that the ship's safety and structural strength is maintained and that the ship can safely sail to its next port of call;
- Option 5 –** allow the ship to return to the point of origin to discharge its ballast water. This option is only valid if the ballast water and sediments stem from one location (i.e. is unmixed); or,
- Option 6 –** allow the ship to leave and exchange its ballast water to the D-1 standard or in accordance with the Convention. The option of using the D-1 standard should be limited to the dates the vessel has to apply the D-2 standard.

## Outstanding PSC Issues

1. Liability
2. Who should undertake detailed sampling?
3. How to decide what methodology should be used



**Thank You  
for listening!!!**

Discharging ballast water

**3** At destination port