

# Emergency Situations

*SAFEMED IV Project: Training on  
Implementation & Compliance of the IMO's  
Ballast Water Management Convention for  
Tunisia*



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Lisbon - remotely / 13<sup>th</sup> and 14<sup>th</sup> October  
2021

# After Deficiencies Identified



PSC may allow the ship to:

- 1). Remain where it is until the deficiencies are rectified
- 2). Move to a safe anchorage to allow this to happen (depends on stability)
- 3). Leave the port to rectify the situation – with appropriate controls on their Ballast Water discharges.

Appropriate tests need to be undertaken to ensure deficiencies are overcome

# Emergency Situations Reporting



If a ship has a problem they should report the following to PSC or the coastal State as soon as possible:

- IMO Number
- Name
- Position
- Intended arrival port and time
- Amount of Ballast Water to be treated
- Draft
- What the problem is
- Ballast Water origin
- Any Navigation problems
- Risk Assessment

## What to do when a vessel cannot treat



Options when a vessel warns that there is a problem before entry

- Can also be used post detention

- 1). Treatment of ballast water using a mobile or another ships ballast water treatment system
- 2). Delivery to Land Based Facilities
- 3). Delivery to another ship that needs ballast water
- 4). Retain ballast water – which will limit cargo operations

## What to do when a vessel cannot treat



Options when a vessel warns that there is a problem before entry (cont...)

- 5). Return to point of origin to discharge
  - 6). Leave and exchange in a acceptable area
  - 7). Treatment of Ballast Water with salt (last option)
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- Must be agreed and logged in the BWM Record Book



**Any questions?**

**Thank you!**

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