



BALLAST WATER MANAGEMENT CONVENTION

Your guide to compliance



Move Forward with Confidence

**BUREAU
VERITAS**



BALLAST WATER MANAGEMENT CONVENTION:

WHAT DOES IT MEAN FOR YOU?



WHAT IS THE BWM CONVENTION AND WHAT DOES IT AIM TO ACHIEVE?

BWM is the International Convention for the control and management of ships' ballast water and sediments. It aims to stop the spread of invasive aquatic species by requiring ships to put in place management plans and treatment systems that remove organisms, render them harmless, or prevent their discharge into the sea.

WHO MUST COMPLY?

The BWM applies to all ships designed or constructed to carry ballast water including submersibles, floating craft, floating platforms, FSUs and FPSOs. Ships of 400 GT and above are subject to surveys and certification, excluding floating platforms, FSUs and FPSOs. However, as per BWM.2/Circ.46, Mobile Offshore Units should comply with the provisions of the Convention and should be surveyed and issued with an International Ballast Water Management Certificate (BWM Certificate).

WHAT IS THE DEADLINE FOR COMPLIANCE?

The International Convention for the Control and Management of Ships Ballast Water & Sediments was adopted by consensus at a Diplomatic Conference at IMO in London on 13 February 2004. Finland's accession brings the combined merchant fleet tonnage of contracting States to the treaty to 35.14% with 52 of contracting States*. As the thresholds for number of state criterion (30 states) and for the tonnage criterion (35%) are met, **the BWM Convention will enter into force on 8 September 2017.**

*[source: IMO Public info available on 8/09/2016]

Invasive aquatic species, from fish and animals to algae, viruses and bacteria present a major threat to marine ecosystems.

With shipping identified as a primary path for harmful organisms to spread from one region to another, the IMO has introduced a new regulation: the International Convention for the Control and Management of Ships Ballast Water & Sediments (*the BWM Convention or BWM*).

This guide explains the BWM Convention, its impact on you, and how Bureau Veritas can support you in complying with it.

Hidden stowaways

7000

AQUATIC SPECIES ARE ESTIMATED TO TRAVEL IN SHIPS' BALLAST TANKS

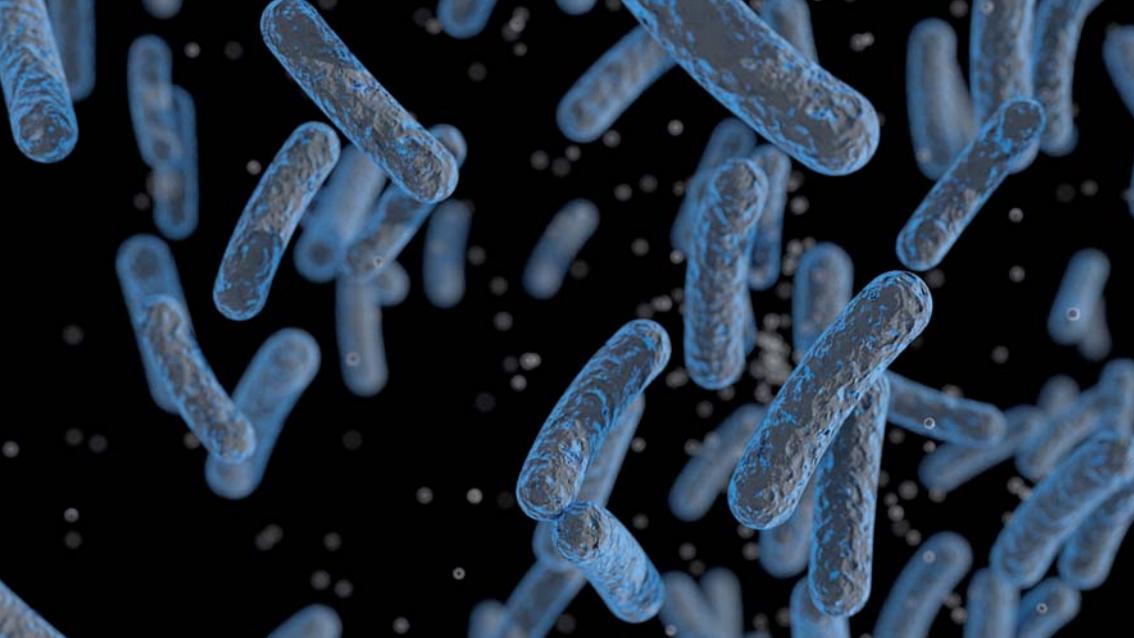


10 billion tonnes

OF BALLAST WATER IS MOVED AROUND THE WORLD EACH YEAR

Bureau Veritas is recognized by 150 flag authorities and acts on their behalf to verify compliance and issue statutory certification. We can support you in:

- Understanding the BWM Convention and its requirements
- Achieving and maintaining compliance with an approved BWM Plan and BWM Certificate
- Ensuring your crew are appropriately trained



WHAT IS REQUIRED TO COMPLY WITH THE BWM CONVENTION?

⌚ On 8 September 2017

Ships of 400GT and above will be required to have on board:

- 1 | **An approved Ballast Water Management Plan - BWMP** (reg. B-1): Existing ships, constructed before 8 September 2017, are required to comply with either
 - Regulation **D-1 - Ballast Water Exchange**, until such time regulation D-2 shall be enforced
 - OR**
 - Regulation **D-2 - Ballast Water Performance**, i.e. installation of a **Ballast Water System Management (BWMS)**.

- 2 | **A Ballast Water Record Book** (reg. B-2),

- 3 | **An International Ballast Water Management Certificate**, for ships flying a flag which is party to the Convention OR a Statement of Compliance* upon owner's request (according to D-1 or D-2 Standard).

⌚ At first IOPP renewal survey after 8 September 2017

As per IMO Res.1088 (28), existing ships will need to comply with regulation D-2 Ballast Water Management System by the first IOPP renewal survey following the entry into force of the Convention, i.e. 08 September 2017. This road map will be further discussed and confirmed during future MEPCs.

** When trading internationally, ships flying a flag which is not yet party to the Convention may need to demonstrate compliance to PSC of countries which have ratified the Convention.*



- **Existing ships**
Ships of 400 GT and above constructed before 8 September 2017
- **New ships**
Ships of 400 GT and above constructed on or after 8 September 2017

** This road map will be further discussed and confirmed during future MEPCs.*

➤ GET READY WELL IN ADVANCE

Ships constructed before 8 September 2017 have a few months (until 8 September 2017) to get ready for BWM, request an initial survey and obtain an International Ballast Water Management Certificate (BWM Certificate). To comply, you should therefore start now.

To obtain a certificate, you must develop a **Ballast Water Management Plan (BWMP)** and submit it for approval. The BWMP must demonstrate how you will achieve:

⊗ **D-1 Standard - Ballast Water Exchange**
With a goal to achieve volumetric exchange of ballast water of up to 95% of the ballast water capacity, this standard does usually not require modifications to the ship's existing equipment. Methods used to achieve the goal include: flow-through

(pumping to overflow); dilution (ballasts filled through the top allow discharge from the bottom); and sequential (each ballast is emptied and refilled).

OR

⊗ **D-2 Standard - Ballast Water Performance** as it involves modifying ship design to install an approved Ballast Water Management System (BWMS). The treatment system is to ensure that discharge water meets defined performance standards, with strict limits on concentrations of viable organisms and microbes. It comprises ballast water treatment equipment, all associated control equipment, monitoring equipment and sampling facilities. The vessel must also carry on board a ballast water record book.



➤ WHAT ARE THE SURVEY AND CERTIFICATION REQUIREMENTS FOR BWM?

Ships of 400GT and above, to which the Convention applies, must undergo an initial survey by a flag administration or Recognized Organization (RO), when duly delegated.

This includes

⊗ **Plan approvals:**

- Examining the design and construction
- Reviewing the BWMP
- Assessing plans for the installation of BWMS (D-2 Standard) including the following aspects: machinery, electricity and automation, fire safety, stability and structure

⊗ **Initial survey on board:**

- Confirmation that an approved BWMP is available on board
- Confirmation that a Ballast Water Record Book is available on board
- Verification that BWMS, as applicable, is installed and functioning correctly

On completion, a **BWM Certificate** will be awarded for ships whose flag has ratified the BWM Convention.



HOW CAN BUREAU VERITAS SUPPORT YOU?

Thanks to our accumulated experience, worldwide network of technical and approval offices, and local presence, Bureau Veritas can assist the shipping community in seamless implementation of the Convention, by providing an integrated single service that includes:

- ⊗ Preparation of required technical documents, such as the BWMP, installation design and required calculations and studies
- ⊗ Approval of documentation
- ⊗ Survey of ships and issuing of BWM Certificate, aligned with ship availability
- ⊗ Maintenance of compliance throughout the ship's service life
- ⊗ Training (in-house and e-learning)



ABOUT **BUREAU VERITAS**

A global leader in testing, inspection and certification, Bureau Veritas serves clients' needs in quality, health, safety, environmental protection and social responsibility.

For over 180 years, our clients across all industries have looked to us to provide technical support, verify compliance, or obtain certification. Our network of over 1,400 offices and laboratories ensures we meet our their needs, wherever they are in the world. We are driven by a single commitment: to keep our clients' crew and assets safe, every day.

HISTORICAL PARTNER TO THE MARINE INDUSTRY

Bureau Veritas was founded in 1828 for the initial purpose of collecting, verifying and providing maritime insurance companies with precise and up-to-date information about the condition of ships and their equipment around the world. Today, over 2,600 experts in Marine and Offshore serve our clients' needs worldwide.

We are one of the world's leading classification societies and hold 150 delegations of authority on behalf of national maritime authorities.



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