



**Gibraltar Maritime  
Administration**

HM Government of Gibraltar

*Rev. 2 – Sept. 2016*

*Ballast Water Management Convention to Enter Into Force 8th September 2017*

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# Ballast Water Management Convention to Enter Into Force 8th September 2017 **Guidance**

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*Ballast Water Management Convention to Enter Into Force 8th September 2017*

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## Contents

Introduction .....	3
Scope of Application .....	3
Flag State Application .....	3
IOPP.....	4
BWM system approval.....	4
Port State Control .....	5
Overview of Ballast Water Treatment Technologies .....	5



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## Introduction

The International Maritime Organisation has announced that the ratification limit for the entry into force of the Ballast Water Management Convention has been reached and the Convention will enter into force on 8th September 2017. Under the Convention's terms, ships will be required to manage their ballast water to remove, render harmless, or avoid the uptake or discharge of aquatic organisms and pathogens within ballast water and sediments.

## Scope of Application

Ships flying the flag of a party member or operating under its authority, except for:

- Ships not carrying Ballast Water;
- Ships operating exclusively in domestic waters;
- Ships operating exclusively in waters of another Party (and high Seas);
- Warships, naval auxiliary and governmental ships;
- Permanent Ballast Water in sealed tanks on ships, that is not subject to discharge.
- No more favorable treatment to ships of non-Parties.

This convention provides a structure to address the issues of ballast water and provides two performance standards for the discharge of ballast water - D1 and D2.

- The D1 standard is for ballast water exchange, and specifies the volume of water to be replaced.
- The D2 standard covers approved ballast water treatment systems, and specifies the levels of viable organisms left in water after treatment.

Under the Convention, all ships in international voyages are required to **treat** or **manage** their ballast water and sediments to a certain standard, according to an approved ship-specific **Ballast Water and Sediments Management Plan (BWMP) and System (BWMS)**, which meets the requirements of the Convention. The Convention will require all ships to carry a **Ballast Water Record Book** and an **International Ballast Water Management Certificate (BWMC)**.

## Flag State Application

Shipowners need to be aware of the following requirements for ships to which the Convention applies:

- Existing vessels will have to comply with regulation D-1 (Ballast Exchange) requirements by 8th September 2017;



## Gibraltar Maritime Administration

HM Government of Gibraltar

Rev. 2 – Sept. 2016

### *Ballast Water Management Convention to Enter Into Force 8th September 2017*

---

- Existing vessels will have to comply with regulation D-2 (Discharge Performance Standard) by the date of the vessel's first IOPP renewal survey after 8th September 2017;
- Vessels with a keel laying date after 8th September 2017 will have to comply with regulation D-2 upon delivery.

All ships to which the Convention applies will require a relevant Statement of Compliance by 8th September 2017 (even if a ship is only required to comply with Regulation D-1 at that time) for inspection by port State control.

### **IOPP**

Ship Owners may seek to de-harmonize the IOPP certificate due dates from the HSSC systematic of the statutory certificates for their vessels to allow the renewal IOPP survey before the implementation date of BWM in order to postpone the installation of a BWMT system.

GMA policy is to ensure that the requirements of the Convention are implemented on board vessels as soon as possible in order to reduce the impact of invasive non-native species. Therefore in principle, it does not support the decoupling of the IOPP Certificate in order to prolong the lead time for fitting BWMS.

However, there is no legal requirement for the IOPP anniversary date to be aligned with other HSSC certificates. The decision whether to renew the IOPP certificate early is therefore a commercial decision which needs to be made by the owner taking into consideration all the pros and cons of such an action.

Shipowners may request Administration approval for de-coupling the IOPP Certificate due dates. If approved, then the GMA will require realignment of surveys at the next renewal date. This may result in a number of surveys having to be undertaken early in order to once again achieve harmonization. Owners therefore need to carefully consider the future ramifications of decoupling the IOPP Certificate for HSSC.

### **BWM system approval**

Ships performing ballast water exchange shall do so with an efficiency of 95 per cent volumetric exchange of ballast water (D1 – Standard) and ships using a ballast water management system (BWMS) shall meet a performance standard based on agreed numbers of organisms per unit of volume (D2 – Standard).

Regulation D-3 of the BWM Convention requires that BWMS's used to comply with the Convention must be approved by the Administration taking into account the Guidelines for approval of BWMS (G8). Regulation D-3 also requires that BWMS's that make use of Active Substances to comply with



## Gibraltar Maritime Administration

HM Government of Gibraltar

Rev. 2 – Sept. 2016

### *Ballast Water Management Convention to Enter Into Force 8th September 2017*

---

the Convention shall be approved by IMO in accordance with the Procedure for approval of ballast water management systems that make use of Active Substances (G9).

The GMA will accept the type approval certificates for BWM systems of other Contracting Administrations on its ships, provided the equipment has been developed in line with the G8/G9 guidelines (Res. MEPC.174(58)) and approved by IMO. Owners should be aware that BWM Systems may be included in future MED amendments, and such systems approved by any member state should automatically be accepted by all other member state.

### Port State Control

Ships are required to be surveyed and certified and may be inspected by port State control officers who can verify that:

- The ship has a valid Certificate or Statement of Compliance,
- Inspect the Ballast Water Record Book and in some situations, sample the ballast water. All possible efforts shall be made, however, to avoid ships being delayed.

The PSC procedure can be described as a four-stage inspection:

1. **Initial Inspection** – The following is verified: BWM Certificate or Statement of Compliance, Procedure onboard according to BWMP, Type approval Certificate for BWMS, BWM record book and ensuring that an officer has been nominated for ballast water management on board the ship and to be responsible for the BWMS, and that the officer has been trained and knows how to operate it.
2. **More Detailed Inspection** – When a ship does not carry a valid Certificate or there are clear grounds for believing that items checked during an initial inspection are not complied with. The following is verified: BWMS has been operated adequately according to the BWMP, Duties of the Designated Officer, Record keeping onboard.
3. **Sampling** – To identify whether the ship is meeting the ballast water management performance standard described in regulation D-2, or whether detailed analysis is necessary to ascertain compliance.
4. **Detailed Analysis** – To verify compliance with the D-2 standard.

### Overview of Ballast Water Treatment Technologies

Ballast Water Management technologies can be defined as procedures, activities and mechanisms designed to reduce or eliminate all or part of the risks associated with the discharge of non-indigenous species in ships' ballast water.



## Gibraltar Maritime Administration

HM Government of Gibraltar

*Rev. 2 – Sept. 2016*

### *Ballast Water Management Convention to Enter Into Force 8th September 2017*

---

Many BWM procedures, activities and mechanisms have been recommended, approved and made available to the marine industry that are categorized according to the technology or technologies which they use to treat the Ballast Water such as Mechanical, Chemical and Physical:

- Mechanical treatment methods such as filtration and separation.
- Physical treatment methods such as sterilisation by ozone, ultra-violet light, electric currents and heat treatment.
- Chemical treatment methods such as adding biocides to ballast water to kill organisms.
- Various combinations of the above.

To treat and manage ballast water onboard ships, BWM technologies must conform to existing regulations and technologies must be able to operate within a diverse range of conditions. Therefore, a number of legislative, biological, operational and technical parameters are associated with this interaction. The testing protocols prescribed under the Convention ensure that the technologies take these into account.