

Ballast Water Management Forum

Challenges and Tasks for the smooth implementation of the
Ballast Water Management Convention

Role of the Shipping Industry

Korea Maritime Week, Busan, June 2018

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**LEADING THE WAY,
MAKING A DIFFERENCE**



INTERTANKO



Regulations

- USCG – Moved from compliance to enforcement
- IMO – Experience building phase (EPB)

Technology

- USCG – 7 BWMS type approved, 8 applications received
 1. Optimarin OBS/OBS Ex
 2. Alfa Laval PureBallast
 3. OceanSaver Mark II
 4. Sunrui BalClor
 5. Ecochlor
 6. Erma First Fit
 7. Techcross Electro-Cleen
- IMO – new type approval mandatory 'Code' in place, 75 BWMS approved against the original G8 Guidelines (May 2018)



Reality

- Estimated 23% of INTERTANKO fleet with BWMS installed (*based on 2017 INTERTANKO member straw poll*)
- 60-80% of BWMS installed experiencing problems in operation (*INTERTANKO Environmental Committee members experience*)

Mitigating compliance and commercial challenges

- Thorough and documented contingency planning
- Information exchange: on 1) BWMS; 2) Ports and with 3) Regulatory authorities.





Mitigating compliance and commercial challenges

Thorough and documented contingency planning

1. Contingency Measures

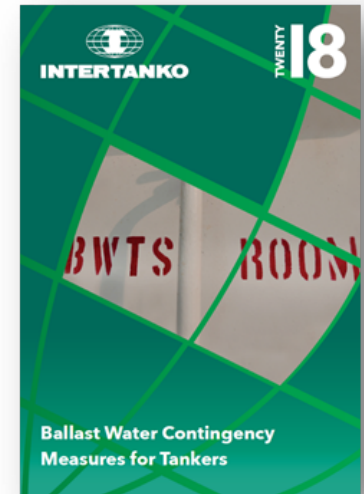
- Establish ship specific, practical and feasible contingency measures once a BWMS has been fitted.

2. Ballast Water Management Plan

- Include the contingency measures in the BWMP.

3. Standard and Uniform Reporting

- BWMS Repair Plan
- BWMS Failure Reports
- BWMS Contingency Measure Request Form





Mitigating compliance and commercial challenges

Information exchange on:

1) BWMS

- Industry has already started sharing information on BWMS
- INTERTANKO's members gathering extensive experience and knowledge of BWMS.
- INTERTANKO exploring ways to launch a web based platform to exchange experience and solutions – anti-trust question over makers and model information.



Mitigating compliance and commercial challenges

Information exchange on:

2) Ports with challenging port water*:

- Some BWMS particularly prone to failures in certain environments, i.e. certain ports are causing certain system types to either decrease in treatment efficiency or fail to treat.
- Problem recognised by IMO.
- INTERTANKO members starting to share geographic information on problem ports.

** an IMO termed coined by Canada at PPR 5.*



Mitigating compliance and commercial challenges

Information exchange with:

3) Regulatory Authorities

- Provide information to port States on the BWMS history when seeking approval to undertake a CM.
- Assist flag Administrations in BWMS information sharing so they can submit information to IMO.



Mitigating compliance and commercial challenges

Learning lessons:

1. Correct entries of the Ballast Water Record Book

INTERTANKO drafting a guide based on the first 9 months of experience with the IMO BWMC on areas of ambiguity in the BWRB – let's avoid another Oil Record Book type of situation and try to get this right from the outset.

2. Contingency Measures for EGCS

If we are successful over the coming months (year) in having some degree of acceptance in the need for managing failures, can these be used if owners start to suffer the same when using EGCS? Should we be looking at these now, ahead of 2020?

THANK YOU

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