# Update on the Ballast Water Management Convention

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LEADING THE WAY,
MAKING A DIFFERENCE





### INTERTANKO's Desired outcome for Ballast Water Management:

Tanker industry is able to achieve compliance with current and future discharge standards (both regionally and internationally)

### Focus:

- Installation and Operation of appropriate and adequate ballast water management systems
- 2. Compliance and enforcement need strong, well defined and realistic international regulations



# **IMO** Update

# 1. Development of the Convention

- Port State Control
- Ballast Water Type Approval
- Implementation Schedule

# 2. Current status going into MEPC 71

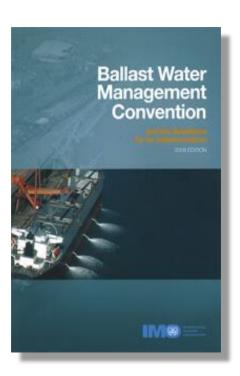
- Implementation Schedule
- 3. Other important implementation matters to note



# 1. Development of the Convention

# **Ballast Water Management Convention**

- Adopted 13 February 2004
- Entry into force 8 September 2017





# 1. Development of the Convention

# **Ballast Water Management Convention**

MEPC 64 (2012) INTERTANKO et al. submission identified THREE key challenges:

- 1. Port State Control procedures should not be more onerous than BWMS Type Approval testing procedures
- 2. Guidelines for Type Approval of Ballast Water Management Systems (BWMS) G8 not robust enough to provide reliable equipment
- 3. Availability of BWMS to meet Convention implementation schedule unrealistic

Following continued pressure at MEPCs 65, 66, 67, 68, 69, 70 and 71!



# 1. Development of the Convention

### 1. Port State Control procedures

should not be more onerous than BWMS Type Approval testing procedures

- Trial Period (initially for 3 years) following entry into force
- To trial sampling and testing procedures
- During this period, port states will 'refrain from detaining a ship or initiating criminals sanctions in the event a BWMS does not meet the discharge standard' (USA reserved position)



# 1. Development of the Convention

- 1. Port State Control Guidelines 4 stage approach
- 1. <u>Initial inspection</u> focus on documentation and crew training to operate BWMS ...clear grounds...
- 2. More detailed inspection check to ensure that BWMS operates properly\*
- 3. <u>Indicative sampling</u> without unduly delaying ship, an indicative analysis of ballast water can be taken (G2 Guidelines on Sampling)
- 4. <u>Detailed sampling</u> if indicative sampling exceeds D2 standard by a certain threshold, a detailed analysis of ballast water can be taken

<sup>\*</sup> self-monitoring parameters



# 1. Development of the Convention

### 2. Guidelines for Type Approval of Ballast Water Management Systems G8

- <u>69</u> IMO Type Approved BWMS available
- Revised Type Approval Guidelines (G8) approved
  - Agreed to make the Revised G8 Guidelines mandatory through a Code
  - MEPC Resolution with time line for use of the Revised G8 Guidelines:
  - i. Administrations to use Revised G8 immediately and not later than 28 Oct 2018
  - ii. All BWMS installed after **28 Oct 2020** to be approved against Revised G8
- Road-map for the protection of early-movers: those owners who've installed BWMS approved to current G8 should not be penalized



# 1. Development of the Convention

## 2. Guidelines for Type Approval of Ballast Water Management Systems G8

- Road-map for the protection of early-movers
- draft Resolution for Non-penalization conditional on:
  - 1. Approved BWMS installed correctly and maintained
  - 2. BWMS operated in accordance with the manufacturers specifications
  - **3. Self-monitoring system** indicates BWMS operating correctly or port State advised BWMS defective (prior to discharge!)
- Contingency Measures
- PSC trial period now expanded to include an 'Experience building phase';
  - 1. Data gathering stage data on system reliability (system specific)
  - 2. Data analysis stage
  - 3. Convention Review Stage 5 years after EIF?



# 1. Development of the Convention

## 3. Availability of BWMS to meet Convention implementation schedule

Assembly Resolution A.1088 (28) adopted, Dec 2013 recommends governments to implement the Convention **based on the entry into force date** of the Convention

- Ships constructed before the date of entry into force of the Convention shall install a ballast water management system (i.e. meet the standard described in regulation D-2) from the date of the first IOPPC renewal survey after the entry into force of the Convention.
- Ships constructed on or after the date of entry into force of the Convention shall have a ballast water management system installed (i.e. conduct Ballast Water Management that at least meets the standard described in regulation D-2).

Text needs to be developed to implement the Resolution provisions into the BWM Convention upon its Entry into Force



# 1. Development of the Convention

- 1. Liberia submission
- 2. Shipping industry submission

### Both papers sought the same objective.

- Majority of member States spoke in favour of amending the implementation schedule
- 2. Committee agreed to send an alternative implementation schedule <u>and</u> A.1088(28) to MEPC 71



# 2. Current status going into MEPC 71

# **BWMC Implementation Schedule:**

Option 1. A.1088 (Japan):

implementation for new buildings and existing ships begins Sept 8, 2017

Option 2. WP.12 alternative (China & Greece):

implementation for new buildings and existing ships begins Sept 8, 2019

Option 3. Compromise (Brazil, Liberia, Norway, UK, Cook Isl., India):

- Sept 8, 2017 for ships constructed after this date
- Sept 8, 2019 for existing ships

As a proponent for Option 2 (WP.12), INTERTANKO will support this option going into MEPC 71



# 3. Other important implementation matters to note

- 1. Contingency Measures
- 2. Self-Monitoring Parameters
- 3. System Design Limitations (SDLs)
- 4. Ballast Water Exchange cannot be completed on the voyage
- 5. Exemptions and the Same Risk Area concept
  - Risk assessment to be conducted by the owner
  - Coastal States to accept or not after completion of the RA



# Ballast Water Management

### **Environmental Committee work**

- Simple Survey straw-poll
- Expanded for technical detail
- Master's feedback form

Survey Summary	
Number of Companies submitting data	18
Number of Companies with no BWMS in Fleet	6
Total Number of Tankers	928
Total with BWMS Installed	220 (23.7%)
Total without BWMS Installed	708 (76.3%)
Number of Different BWMS	15

Hyundai HiBallast	41
Panasia Co. Ltd., GloEn Patrol	28
NK-03	25
Headway Technology OceanGuard	25
Techcross	24
Samsung Purimar	23
Alfa Laval PureBallast	20
OceanSaver Mark II	14
Ecochlor	9
NEI Treatment Systems	2
Hyde Marine, Hyde Guardian	2
Erma First, Erma First Fit	2
Wuxi Brightsky, BSKY 300	2
SunRui, Bal Clor	2
Miura System	1



# Thank you