

# CIRCULAR 19-020

## AMENDMENTS OF 2018 TO BWM CONVENTION, 2004

**NOTICE TO:** ALL MBA SURVEYORS & OFFICES / SHIP OWNERS / OPERATORS

**APPLICABLE TO:** All ships subject to BWM convention.

**DATE IN FORCE:** On or after 13 October 2019.

**SUBJECT:** Amendments of 2018 to Regulation B-3 of Ballast Water Management Convention-2004

**Dear All,**

This is to notify you about the adoption of amendments to regulation B-3 of the BWM convention by MEPC 72, held in April 2018, its implication, application and enforcement dates.

### SUMMARY

BWM Convention had earlier introduced two standards for the handling of discharged ballast water:

The D-1 standard covering ballast water exchange and D-2 covering ballast water treatment and requires compliance with either the D-1 or the D-2 standard on or after 8 September 2017.

There was a transitional period from this date when only compliance with the D-1 standard is required, until compliance with the D-2 standard becomes mandatory.

At its 72<sup>nd</sup> Session, proposed amendments to regulation B-3 of the BWM convention concerning the implementation schedule of ballast water management for ships was adopted.

### IMPLICATION

The new retrofitting schedule has significant impact on the industry, including the manufacturers of BWMS.

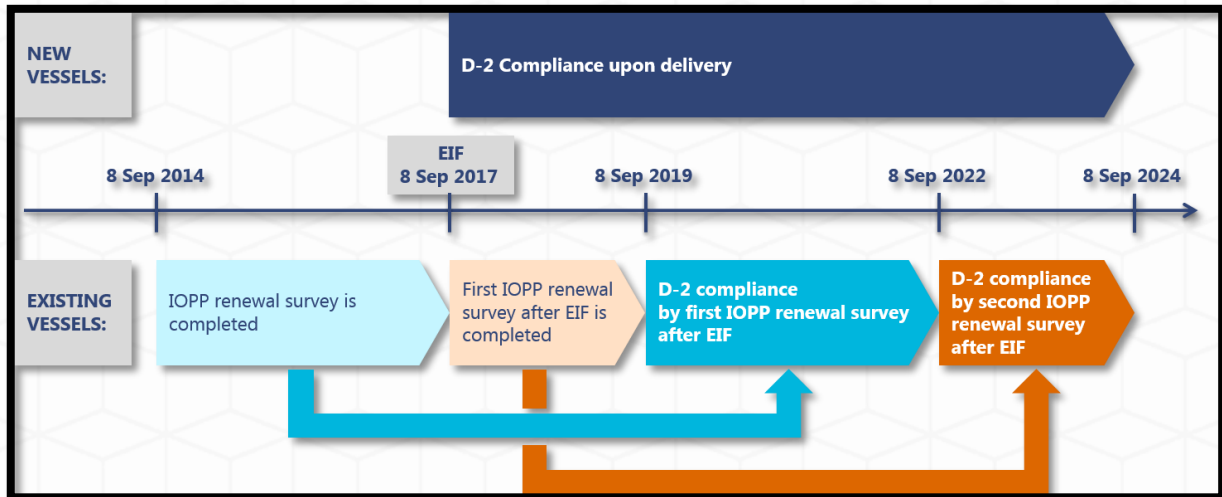
The amended regulation B-3, require **new vessels** (vessels constructed/keel-laid on or after 8 September 2017) to comply with the D-2 standard and have a ballast water treatment system installed **upon delivery**.

In accordance with Regulation B-3 of the Convention, D-2 standards are applicable to all ships with a ballast water capacity of 1500 Cubic meters or more.

For **existing vessels** (vessels constructed prior to entry into force of the Convention), the date of implementation of D-2 standard is now based upon the date of build, ballast water capacity and date of IOPP renewal survey.

MEPC stands by its decision to use the renewal of a vessel's International Oil Pollution Prevention (IOPP) certificate as the mechanism to define the **phase-in schedule** but applying "on or after 8 September 2019" as the start of the phase-in period.

As a result, the date by which all ships must have installed a ballast water treatment system has been extended from 2022 to 2024. The existing vessels not holding an IOPP certificate shall be D-2 compliant no later than 8 September 2024. Below a pictorial representation of the implementation schedule (Source: Internet)



## APPLICATION

All ships subject to the BWM Convention (survey and certification - 400 GT or above that have ballast capacity). Vessels registered with a flag administration that is not yet a party to the BWM Convention will need to demonstrate compliance and are advised to undergo surveys and be issued with a 'document of compliance'.