MINISTRY OF WORKS AND TRANSPORT
(Maritime Services Division)

SN 1 - 2018

Reporting Requirements under the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004

Notice to Agents, Ship Owners, Ship Operators, Ports/ Port Facilities, Masters and Crew, Trinidad and Tobago Coast Guard, Shipping Association and Pilots' Association.

SUMMARY

The Shipping Community is hereby notified that Trinidad and Tobago has ratified the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) and has drafted national legislation to give effect to the Convention. Guidelines of the BWM Convention are yet to be legislated locally within the Shipping (Marine Pollution) Bill.

The Shipping community is also hereby notified that the BWM Convention has been ratified by the minimum number of States and world merchant shipping tonnage and has entered into force on September 8, 2017. Ships engaged in international voyages will be required to manage their ballast water according to Convention Guidelines and outcomes of the Marine Environment Protection Committee of the International Maritime Organization.

Applicable vessels (see section 2.2) calling at ports of Trinidad and Tobago are required to submit completed Ballast Water Report Forms (form attached) via the Single Electronic Window e-Maritime Module as part of the Arrival Declaration Process as of February 1, 2018.

1. Background of the BWM Convention

1.1 Ballast water is routinely taken on by ships for stability and structural integrity. It can contain thousands of aquatic microbes, algae and animals, which are then carried across the world's oceans and released into ecosystems where they are not native. Untreated ballast water released at a ship's destination could potentially introduce a new invasive aquatic species. Expanded ship trade and traffic volume over the last few decades have increased the likelihood of invasive species being released. Hundreds of invasions have already taken place, sometimes with devastating consequences for the local ecosystem impacting commercial fisheries, marine biodiversity and can result in economic loss.

1.2 The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) adopted in 2004, by the International Maritime Organization (IMO) aims to prevent the global spread of harmful aquatic organisms and pathogens (HAOP) via ships' ballast water and sediments through control and management. Under the BWM Convention, ships will be required to manage their ballast water to remove, render harmless, or avoid the uptake or discharge of HAOP within ballast water and sediments through methods that may be mechanical, physical, chemical and/or biological.

2. Requirements further to the BWM Convention entry into force

2.1 The BWM Convention, now entered into force will require:

- new ships delivered on or after September 8, 2017 to manage their ballast water and sediments to Performance Standards (Regulation D-2) by treating it using an approved ballast water treatment system;
- existing ships, constructed before September 8, 2017 to comply with Regulation D-2 at the first IOPP renewal survey on or after September 8, 2019;
- ships have on-board a ship-specific approved ballast water management plan (Regulation B-1) developed in accordance with IMO Guideline G4;
- ships to carry a ballast water record book which must be completed after each ballast water operation (Regulation B-2); and
- ships to have an International Ballast Water Management Certificate (IBWMC). In cases where the vessel's flag State has not ratified the BWM convention, a Statement/Certificate of Compliance shall be provided.

2.2 Application and Exemption- The BWM Convention applies to all ships designed to carry ballast water including submersibles, floating craft, floating platforms, Floating Production Storage and Offloading Facilities (FPSOs) and Floating Storage Units (FSUs), although applicable requirements vary.

The requirements of the Convention does **not** apply to ships not designed or constructed to carry ballast water; ships operating in solely local jurisdiction of its flag State where the maritime administration has determined that the discharge of ballast water would not damage the receiving marine environment; ships classed as warships or naval auxiliary owned or operated by the flag State designated for non-commercial government service and ships designed with permanently sealed ballast water tanks

2.3 BW Report Forms- Further to the Convention's entry into force, foreign vessels carrying ballast and calling at ports of Trinidad and Tobago shall submit completed Ballast Water Report Forms (Form Attached) via the Single Electronic Window e-Maritime Module as part of the Arrival Declaration Process. **The appointed BWM officer on board shall verify that this required form is completed accurately.**

2.4 Port State Control- Further to entry into force, applicable vessels calling at ports are subject to port State inspections to determine compliance with Convention requirements. These inspections may comprise certificate verification, ballast water record book inspection and ballast water sampling in accordance with IMO guidelines.

2.5 Performance Standards and Treatment Technologies- The ballast water performance standard has been phased in over a period of time leading up to entry into force; ballast exchange as a management method will be replaced by ballast water treatment to meet stringent water quality standards as technologies are now available. Existing vessels are allowed until the due date of the first International Oil Pollution Prevention (IOPP) Certificate renewal survey in which case compliance with Regulation D-2 becomes mandatory. Most ships will need to install on-board systems to treat ballast water and eliminate unwanted organisms.

2.6 BW Exchange and Precautionary Practices- - Ships undertaking ballast water exchange (in accordance with Regulation D-1 Standards) until Regulation D-2 Standards become mandatory should do such as far from the nearest land as possible, and in all cases at least 50 nautical miles from the nearest land and in water at least 200 meters in depth (Regulation B-4 Ballast Water Exchange). Ships shall apply precautionary practices (avoid uptake in shallow turbulent waters or avoid ballasting in high risk areas or where known invasive species are prevalent) in ballast water operations minimizing uptake of HAOP and sediments. Ships calling at ports shall remove ballast sediment on a timely basis and avoid unnecessary ballast discharge (without compromising the safety or stability of the ship, its crew or passengers).

2.7 BWM Treatment System Failures- In the event of a failure of on board ballast water treatment systems, vessels shall notify the Maritime Administration at earliest opportunity.

3. Further information.

For more information contact:

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