International Chamber of Shipping

Shaping the Future of Shipping

“Challenges in Ballast Water Regulation Development"

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Agenda

Background

- How can Ships comply to D2 standards?
- Major issues identified in EBP
- Does the industry need CWQ guidance?

What elements make CWQ guidance impractical?

- Relationship between ~~P~~CWQ and Location
- BWMS Selection
- Port Treatment Facility
- Overly prescribed procedures in MEPC 80/4/8

Summary

- Conclusion

How can Ships comply to D2 standards?

Ships engaged in international trade must manage their ballast water to prevent invasive species from entering coastal ecosystems.

Currently, ships have two options for dealing with invasive species in ballast water.

A BWMS must be installed on all ships by September 2024 to comply with D2 standards. After September 2024, BWE will no longer be allowed.

- D1 Standard → Ballast Water Exchange (BWE)
- D2 Standard → Ballast Water Treatment (BWT)

Major issues identified in EBP

During the implementation of BWM convention, an experienced building phase (EBP) was established to collect experience from real-life scenarios.

The data collection and analysis phase of the EBP has ended, and four major issues have been identified during the process:

1. Improving the performance of BWMS
2. Challenging Water Quality (CWQ)
3. Sampling and Analysis during PSC inspection
4. Ballast Water Record Books

Does the industry need CWQ guidance?

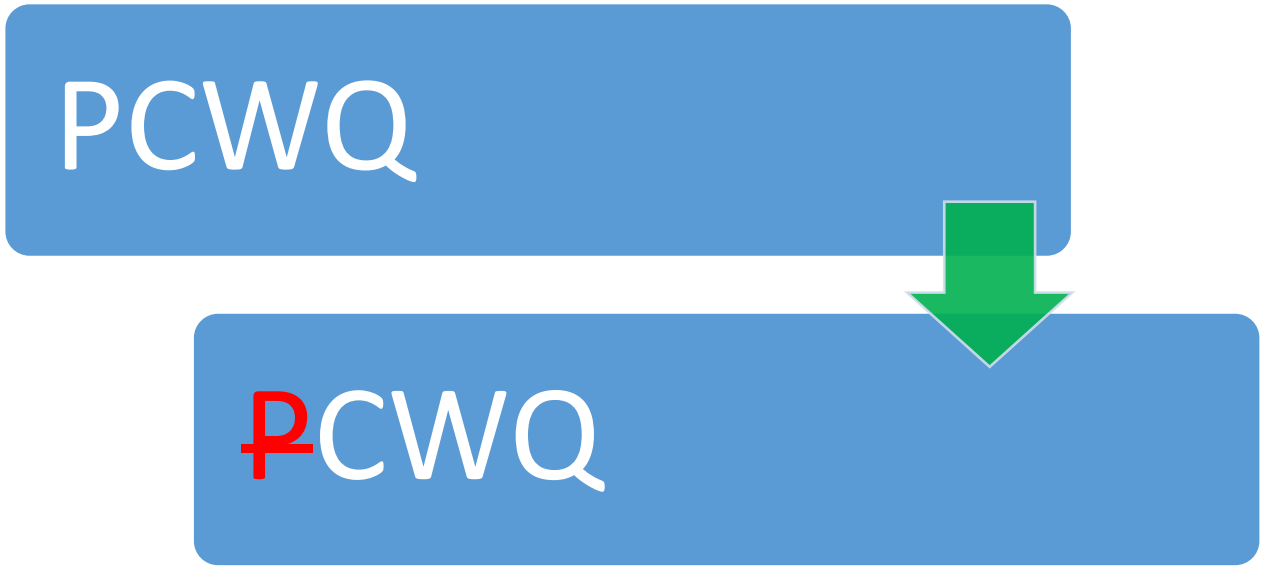
CWQ: Waters causing a type-approved BWMS temporarily inoperable.

Previous MEPC sessions (77&79) developed and agreed upon principles for future guidance for ships encountering CWQ.

Consequently, MEPC 80/4/8 was submitted with CWQ guidance.

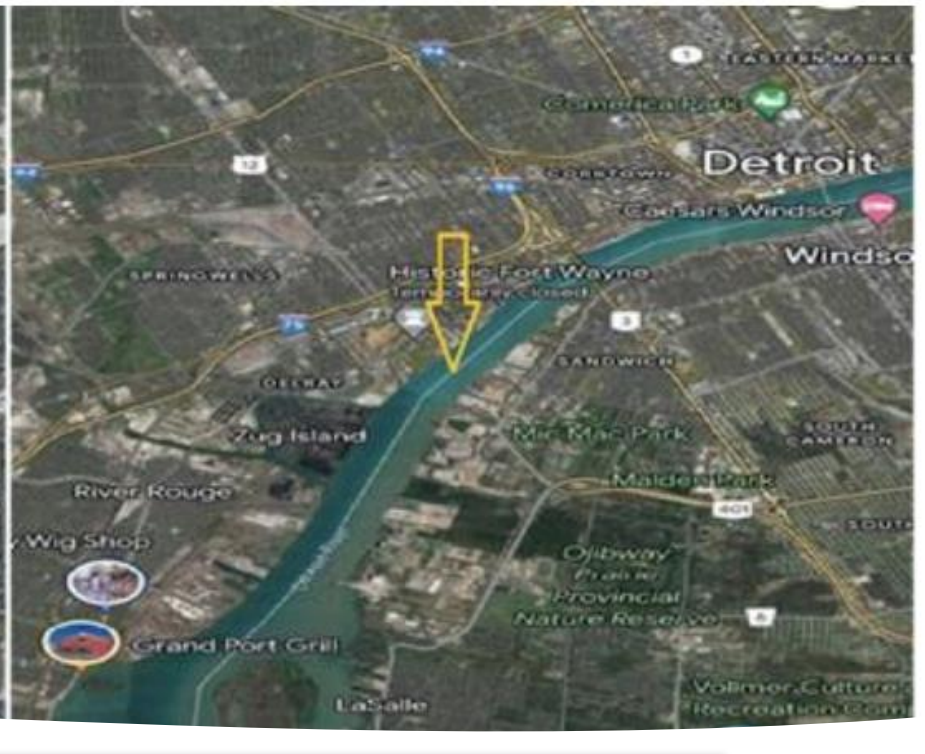
Due to lack of practicality, the proposed CWQ guidance in MEPC 80/4/8 could not be finalised. Crucial opportunity for the industry to get definitive and practical guidance on CWQ at MEPC 81.

Relationship between ₱CWQ and Location



- Proposed CWQ guidance mentions that CWQ is not based on location.
- Every ship should run its BWMS until it fails.
  - In the same location, water quality can vary due to weather, tides, and seasons.
  - Some ballast water treatment systems are more effective than others.

Relationship between ~~P~~CWQ and Location



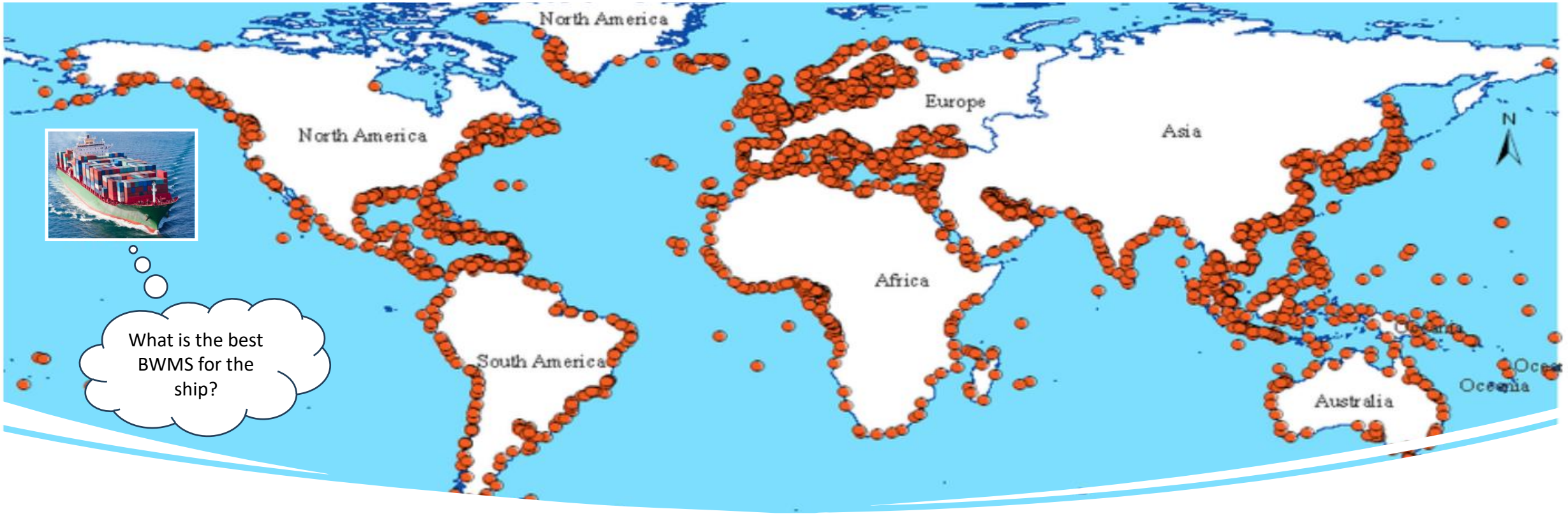
With live satellite images, it can be proved that CWQ can be location based.

CWQ conditions are known prior to the crew in most locations but are unable to be resolved due to a technology gap.

How does it affect a ship if it should run its BWMS until it fails?

Ships with a history of their BWMS failing at certain ports should be allowed to pre-emptively bypass using evidence-based procedures.

BWMS Selection



Most vessels trade globally and there is no BWMS that works in all conditions. The ship owner has no control over the matter.

The notion that ship owners select cheap BWMS is incorrect since BWMS are purchased according to standards (Type Approved).

Proposed CWQ guidance recommends ships and shipyards invest in a robust BWMS.

Port Treatment Facility

Since BWMS are bypassed frequently, member states see port treatment facilities as an alternate option for all ships and BWMS.

Existing ships do not have provisions for receiving treated water from port treatment facilities. Existing ships would need structural changes before they could use port treatment facilities.

How can a ship operator be sure that their legal obligations to meet D2 standards have been met when a port treatment facility is not legally required to comply?

Overly prescribed procedures in MEPC 80/4/8

Consequential amendments to the Guidelines (G4)

22 The proposed guidance has implications for the development and approval of Ballast Water Management Plans. The co-sponsors propose two options for consequential amendments to Guidelines (G4) in order to bring this guidance to the attention of ships and Administrations.

23 Option 1: Integrate the references to the temporary guidance into the relevant sections of Guideline (G4). This may provide more impetus to include appropriate provisions in the BWMP and thereby better support ship crews. However, this would result in a reference to temporary guidance in key sections of Guidelines (G4). The co-sponsors recommend this option, noting that Guidelines (G4) may be reviewed as part of the EBP. The amendments for this option would be as follows:

.1 amend paragraph 3.3 of part A as follows:

"3.3 The Ballast Water Management Plan should include training and education on ballast water management practices and the systems and procedures used on board the ship, including the management of ballast water with challenging water quality (BWM.2/Circ.XX)."

MEPC 80/4/8
Annex, page 12

.2 The use of the flow-through or dilution method is not recommended. However, in the case of a ship which must use the flow-through or dilution method:

1. exchange at least [5] times the volume of each ballast water tank with treated uptake water to reduce the risk of future non-compliance with D-2; and

2. to reduce the risk that non-neutralized active substances could damage the environment, human health, property or resources, a ship with a BWMS that uses active substances should only conduct this exchange in a location described in regulation B-4.1 and in compliance with any precautions in the approved BWMP designed to ensure the safety of the ship and crew.

MEPC 80/4/8
Annex, page 4

9 CWQ triggers should be assessed on a voyage-by-voyage basis because water quality challenges may vary: from berth to berth, with conditions on board the ship, and with environmental factors such as organism density, tides and seasons. Any pre-emptive bypass to manage CWQ should be agreed in advance by the Administration of the ship and the port State receiving the ballast water to ensure that the bypassed water is returned to D-2 compliance prior to discharge.

Conclusions

Due to lack of practicality, MEPC 80 could not finalise the CWQ guidance.

For a practical CWQ guidance at MEPC 81, ICS seeks support from other international organisations and relevant stakeholders for the following ICS positions:

- CWQ can be based on location (It is PCWQ not CWQ).
- BWMS selection is irrelevant. The notion ship owners select cheap BWMS is incorrect since BWMS are purchased according to type approval standards.
- Port treatment facilities are not acceptable alternatives for existing ships to comply with the Convention requirements as it is not an existing technology.
- It is excessive and not practical to obtain prior consent from the receiving port state before pre-emptive bypassing of BWMS.
- The post-bypass procedures described in MEPC 80/4/8 are overly prescriptive, including the requirement to do ballast water exchange at least 5 times the volume of each ballast water tank.

MEPC 81 is the last opportunity for the industry to get definitive and practical guidance on CWQ.

Thank You

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Thank you for your attention

Any Questions Please ?