

GUIDANCE NOTE 02/2017 (Rev 1.0)

BALLAST WATER MANAGEMENT CONVENTION: ENTRY INTO FORCE

To: OWNERS, MANAGERS, MASTERS AND RECOGNIZED ORGANIZATIONS OF CAYMAN ISLANDS SHIPS

1. BACKGROUND

1.1 The International Convention for the Control and Management of Ships' Ballast Water and Sediments (the Convention) will enter into force on 08 September 2017.

1.2 The Convention is designed to prevent the spread of non-native invasive species to vulnerable ecosystems by regulating the discharge of ballast water. The Convention requires ships to treat or manage their ballast water in accordance with a ship specific ballast water management plan that meets the requirements of the Convention.

2. APPLICATION

2.1 The Convention applies to all ships including submersibles, floating craft, floating platforms, FSUs and FPSOs. However, the Convention does not apply to –

ships not designed to carry ballast water;

ships not operating in international waters; or

warships or other ships owned or operated by a state;

2.2 With the exception of floating platforms, FSUs and FPSOs, ships of 400 gross tonnage and above are required to be surveyed for compliance against the requirements of the Convention and issued with an International Ballast Water Management Certificate.

2.3 As the Convention has not yet been extended to the Cayman Islands, ship owners should contact their Classification Societies who will survey ships against the Convention requirements and issue a Statement of Compliance.

3. COMPLIANCE WITH DISCHARGE STANDARDS

3.1 Section D of the Annex to the Convention specifies the discharge standards for ballast water.

3.2 Regulation D-1 of the Annex sets the *Ballast Water Exchange Standard* as follows;

1 *Ships performing Ballast Water exchange in accordance with this regulation shall do so with an efficiency of at least 95 percent volumetric exchange of Ballast Water.*

2 *For ships exchanging Ballast Water by the pumping-through method, pumping through three times the volume of each Ballast Water tank shall be considered to meet the standard*

described in paragraph 1. Pumping through less than three times the volume may be accepted provided the ship can demonstrate that at least 95 percent volumetric exchange is met.

3.3 Regulation D-2 of the Annex sets the *Ballast Water Performance Standard* as follows:

1 Ships conducting Ballast Water Management in accordance with this regulation shall discharge less than 10 viable organisms per cubic metre greater than or equal to 50 micrometres in minimum dimension and less than 10 viable organisms per millilitre less than 50 micrometres in minimum dimension and greater than or equal to 10 micrometres in minimum dimension; and discharge of the indicator microbes shall not exceed the specified concentrations described in paragraph 2.

2 Indicator microbes, as a human health standard, shall include:

.1 Toxicogenic Vibrio cholerae (O1 and O139) with less than 1 colony forming unit (cfu) per 100 millilitres or less than 1 cfu per 1 gram (wet weight) zooplankton samples ;

.2 Escherichia coli less than 250 cfu per 100 millilitres;

.3 Intestinal Enterococci less than 100 cfu per 100 milliliters.

Compliance with the regulation D-2 discharge standard will generally require the installation of an approved ballast water management system.

3.4 Ships are required to comply with these discharge standards as follows:

Existing ships are required to comply with regulation D-1 (the Ballast Water Exchange Standard) no later than 08 September 2017;

Existing ships will also have to comply with regulation D-2 (the Ballast Water Performance Standard) no later than the first IOPP renewal survey (MARPOL Annex I) after 08 September 2017.

Ships with a keel laying date after 08 September 2017 are required to comply with regulation D-2 upon delivery.

4. IOPP RENEWAL SURVEYS PRIOR TO 08 SEPTEMBER 2017

4.1 In order to allow more time for new ballast water treatment systems to become available, a number of ship owners have requested that IOPP renewal surveys be conducted prior to 08 September 2017; effectively “de-coupling” the IOPP certificate from the Harmonized System of Survey and Certification (HSSC).

4.2 There is no legal requirement for the IOPP certificate to be aligned with other HSSC certificates. The decision whether to renew the IOPP certificate early is therefore a commercial decision which needs to be made by the owner taking into consideration all the pros and cons of such a move.

4.3 Ship owners who wish to conduct early IOPP renewal surveys are urged to contact the issuer of the IOPP certificate¹ at an early stage to arrange for the IOPP renewal survey to be conducted. No written confirmation or authorization is required from this Administration prior to the “de-coupling” of an IOPP certificate from HSSC.

4.4 When the IOPP certificate has been “de-coupled” from the HSSC, it should be re-harmonised as soon as possible after the ship meets the regulation D-2 discharge standard for ballast water.

¹ This will either be the ship’s Classification Society or the Cayman Islands Shipping Registry.