

EMSA BWM Guidance for best practices on sampling

The Guidance provides a harmonised approach to ballast water sampling procedures, identifying best practice according to the different standards, D-1 and D-2 for ascertaining the compliance with the Ballast Water Convention.

Notice to: Ship Owners/ Managers/ Operators | Surveyors/Auditors

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The Convention establishes that ships are required to manage their ballast water and sediments according to a certain standard (Regulation D-1 or Regulation D-2). Regulation D-1 establishes the standards for the water exchange and Regulation D-2 sets the standard for the performance of the ballast water system.

Once the Convention has entered into force, the schedule for implementation has been agreed by the MEPC and compliance with the D-2 standard will be phased in over time for individual ships, up to 8 September 2024, from this date all ships falling under the Convention have to comply with D-2 standard.

From 8 September 2017:

- New ships must meet the D-2 standard.
- All ships must have:
 - A ballast water management plan;
 - A ballast water record book; and
 - An International Ballast Water Management Certificate (only on ships falling under the Convention).
- Existing ships must meet at least the D-1 (ballast water exchange) standard; they may also choose to install a ballast water management system or otherwise meet the D-2 (discharge) standard but this is not mandatory until the corresponding compliance date.

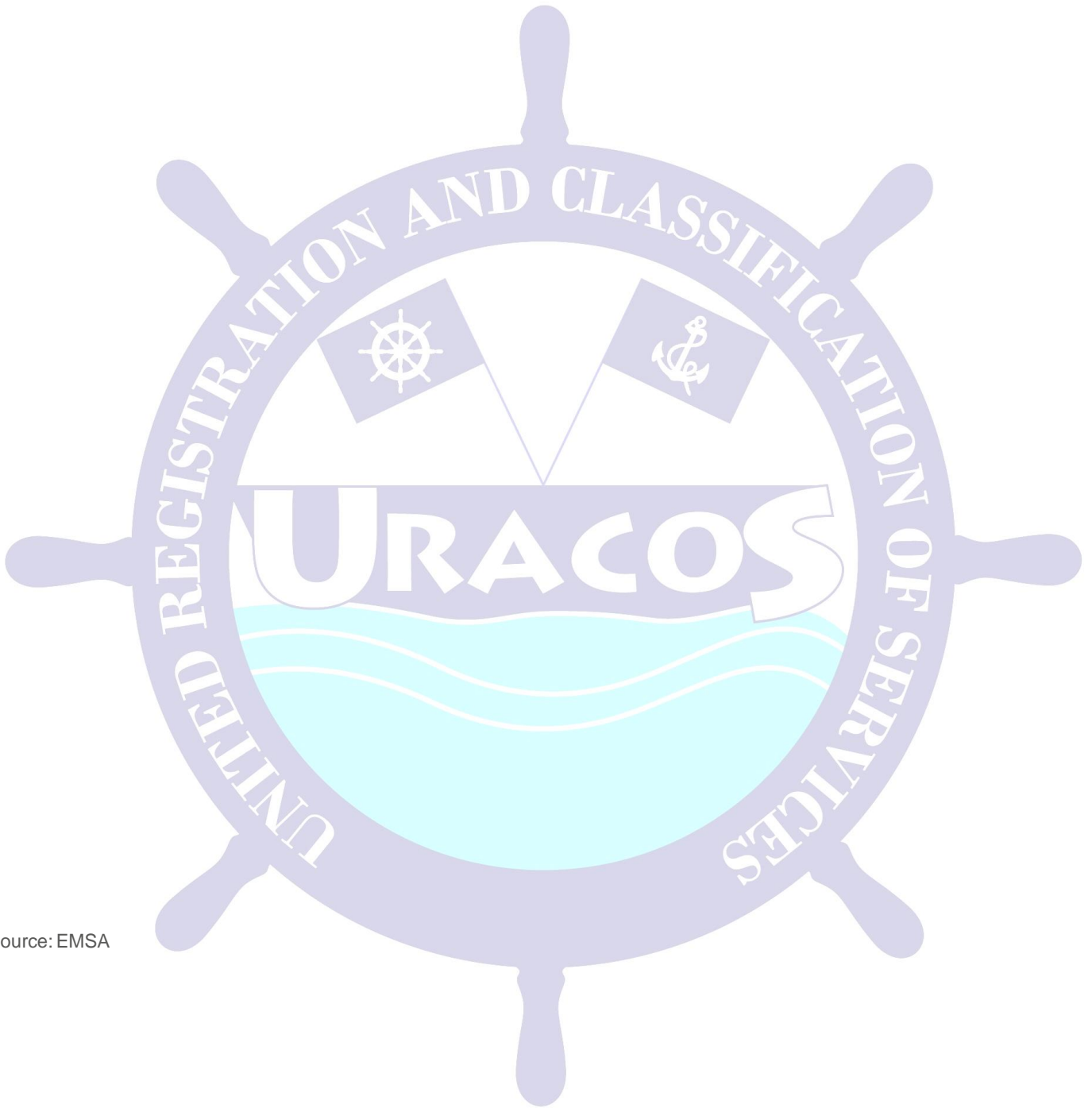
The compliance date is coupled to the renewal data of the IOPP certificate:

- If the IOPP Certificate Renewal survey is after 8 September 2019, the ship will need to meet the D-2 standard by the date of this IOPP renewal survey.
- If the IOPP Certificate Renewal survey is between 8 September 2017 and 8 September 2019:
 - If the previous IOPP Certificate renewal survey was between 8 September 2014 and 8 September 2017, then the ship must comply with D-2 standard by this IOPP renewal survey.
 - If the previous IOPP Certificate renewal survey was before 8 September 2014, then the ship can wait until the first upcoming IOPP renewal survey after the 8th September 2019 to comply with D-2 Standard.

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Act now

Ship Owners/ Managers/ Operators should utilize the provisions of the guidance to avoid non-compliance with the BWM Convention.



Source: EMSA