



THE NINTH ORDINARY MEETING
OF THE RAC/REMPEITC-CARIBE STEERING COMMITTEE

Majestic Cruise Lines
Freewinds

- “ Supported IMO initiative to establish the Wider Caribbean Region as a special area for MARPOL Annex V.
- “ Recognized by IMO as a training platform for ISPS training in 2006.
- “ Steering Committee member since 2007.



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- “ Recent Port state control training conducted with the Caribbean Port State Control memorandum of Understanding (CMOU) in Paramaribo, Suriname.
- “ Freewinds was appointed as a lead instructor for this year's training seminar and on-the-job training.
- “ Ballast Water Management Convention & IMO guidelines on Port State Control were presented and drilled with over 20 PSC Officers from 13 different nations.



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- ” Attending nations were:
- ” Aruba, Antigua, Bahamas, Barbados, Belize, Cayman Islands, Curacao, French Guyana, Guyana, Jamaica, St. Kitts, St. Vincent, Suriname, & Trinidad & Tobago



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CMOU - Suriname April 23rd - 27th





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Ships concerned

- “ The Convention applies to **ships** designed or constructed to carry ballast water. It will not apply to:
- “ ships not designed to carry ballast water
 - “ Ships only operating in water under jurisdiction of a party
 - “ warships, naval auxiliary ships or other ships owned or operated by a state
 - “ ships with permanent ballast water in sealed tanks.



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BWM Convention requirements

- “ Entered into force on Sept 8, 2017
- “ All ships subject to the Convention are required to:
 - . Have on board an approved ballast water management plan (reg. B-1)
 - . Have on board a ballast water record book (reg. B-2)
 - . Carry out ballast water and sediment management on all voyages (reg. B-3) and comply with :
 - . D1 Standard - Ballast Water Exchange
 - or
 - . D2 Standard - Ballast Water Performance (i.e. treatment system)



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Ballast Water Exchange – D-1 Standard

” Goal: volumetric exchange of ballast water up to 95% of the Ballast Water Capacity.

Do not require any modification to the ship’s existing equipment

” Methods:

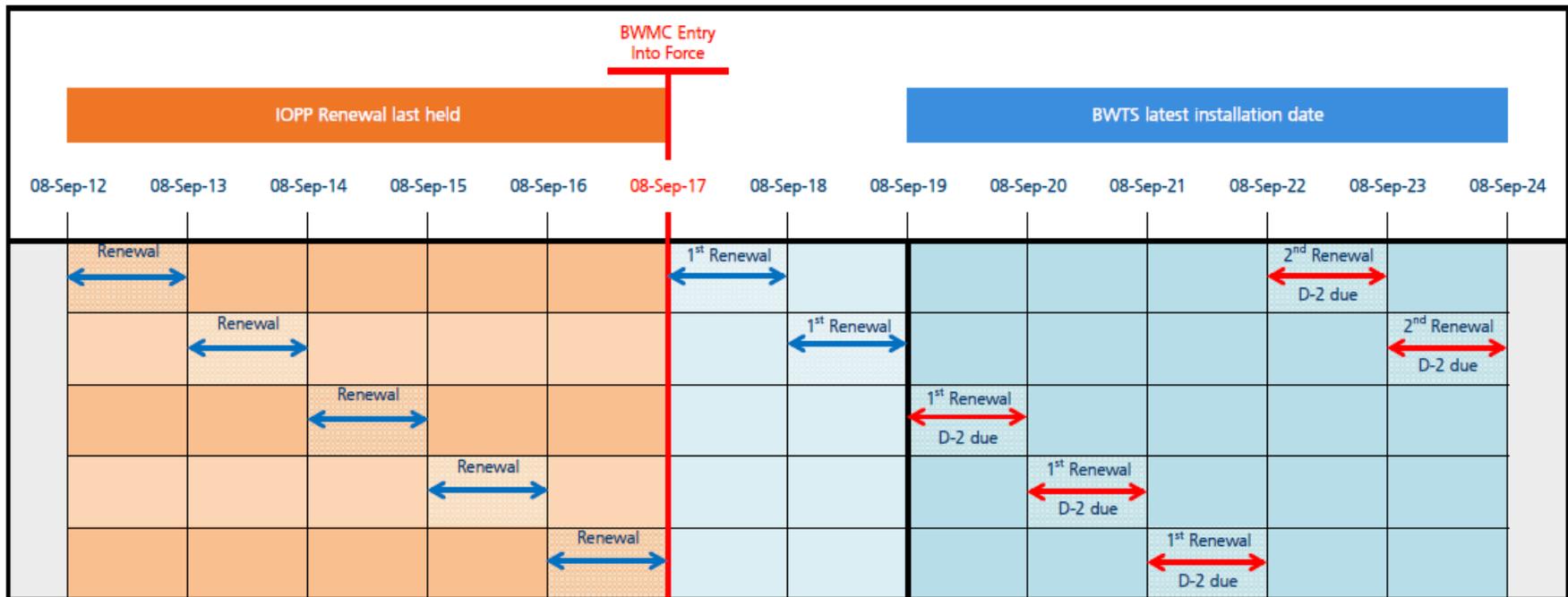
- . Flow through method: pumping to overflow pipe or other arrangements.
- . Dilution method: ballasts filled through the top allowing discharge from the bottom at same rate.
- . Sequential: each ballast is emptied and refilled.



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Ships Constructed (keel lay date) before 8 September 2017



Renewal	IOPP renewal survey held during this time period
D-2 due	Ballast Water treatment system installation date
↔	Time window for IOPP Renewal Survey
↔	Time window where IOPP Renewal Survey will trigger D-2 implementation



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**Resolution MEPC.252(67)
Guidelines for Port State Control Under the BWM
Convention**

- .1 The first stage, the "initial inspection", should focus on documentation (Certificate, BW record book, BW Management plan) and ensuring that an officer has been nominated for ballast water management on board the ship and to be responsible for the BWMS, and that the officer has been trained and knows how to operate it;
- .2 the second stage . the "more detailed inspection" where the operation of the BWMS is checked and the PSCO clarifies whether the BWMS has been operated adequately according to the BWMP and the self-monitored operational indicators verified during type approval procedures. Undertaking a detailed inspection is dependent on the conditions of article 9.2 of the BWM Convention;



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Inspection Process

- “ Steps to take when doing an initial inspection
- “ What are the clear grounds to conduct a detailed inspection
- “ Steps to take when doing a detailed inspection
- “ What are detainable deficiencies



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Control Actions

2.5.4 If a ship is detected to have violated the BWM Convention, the Port State may take steps to warn, detain or exclude the ship. The port State, however, may grant such a ship permission to leave the port or offshore terminal for the purpose of discharging ballast water or proceeding to the nearest appropriate repair yard or reception facility available, **provided doing so does not present a threat of harm to the environment, human health, property or resources.**



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Alternate Actions

2.5.7 As an alternative to warning, detention or exclusion of the ship, the PSCO may wish to consider the following alternative measures, providing doing so does not present a threat to the environment, human health, property or resources:

- .1 retention of all ballast water on board;
- .2 require the ship to undertake any repairs required to the BWMS;
- .3 permit the ship to proceed to exchange ballast water in a location acceptable to the port State, providing ballast water exchange is still an acceptable practice for the specific ship and such areas are established in accordance with the Guidelines on designation of areas for ballast water exchange (G14);



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BWM Convention Example Case Studies

CMOU 2018



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M.V. Royal Fishplate

Container vessel

LOA - 175m

Tonnage - 18,200

Crew - 24

Flag - Panama

Keel Date - 2012



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M.V. Royal Fishplate

“ Observations:

- . While boarding the vessel you notice water discharging that is very brown and muddy.
- . On asking the Captain he informs you that they are de-ballasting in preparation for taking on cargo.
- . They have a valid IBWMC issued by Panama for D-1 operations.
- . The BWM Plan is approved by the management company.
- . On inspecting the BW Record book you find the following entry for their last operation:



INTERNATIONAL
MARITIME
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BALLAST WATER REPORTING FORM (To be provided to the Port State Authority upon request)

1. SHIP INFORMATION

Ship's Name: MV Royal Fishplate	Type: Container Vessel	IMO Number: 9780223
Operator: Royal Ships	Gross Tonnage: 18,200	Call Sign: N1CK
Flag: Panama	Arrival Date:	Agent: Maduro
Last Port and Country: La Guira, Venezuela		Arrival Port:
Next Port and Country: Willemstad Curacao		Total Ballast Water Capacity: 700 m3

2. BALLAST WATER

3. BALLAST WATER TANKS Ballast Water Management Plan on board? YES NO Management Plan Implemented? YES NO
 Total number of ballast tanks on board: 6 No. of tanks in ballast: 4 IF NONE IN BALLAST GO TO No. 5.
 No. of tanks exchanged: 4 No. of tanks not exchanged: 2

4. BALLAST WATER HISTORY: RECORD ALL TANKS THAT WILL BE DEBALLASTED IN PORT STATE OF ARRIVAL; IF NONE GO TO No. 5.													
Tanks/ Holds (List multiple sources per tank separately)	BALLAST WATER SOURCE				BALLAST WATER EXCHANGE <small>Circle one: Empty/Refill or Flow Through</small>					BALLAST WATER DISCHARGE			
	DATE DDMM YY	Port or Lat/Long	Volume (M ³)	Temp (M ³)	DATE DDMMY Y	Endpoint Lat/Long.	Volume (M ³)	% Exch.	Sea Hgt. (m)	DATE DDMMY Y	Port or Lat/Lon g	Volume (M ³)	Salinity (units)
FP 1, BS 2P, BS 2S AP 5	15 Feb 2018	La Guira	200m3	N/A									
FP 1, BS 2P, BS 2S AP 5					15 Feb 2018	10° 39.3N 66° 59W	45 m3	22%	2m				

Ballast Water Tank Codes: Forepeak = FP, Aftpeak = AP; Bottom Side = BS; Top Side = TS; Cargo Hold = CH; Other = O

IF EXCHANGES WERE NOT CONDUCTED, STATE OTHER CONTROL ACTION(S) TAKEN: _____

IF NONE STATE REASON WHY NOT: _____

IMO Ballast Water Guidelines On Board? Yes/No _____

RESPONSIBLE OFFICER'S NAME, TITLE (PRINTED) AND SIGNATURE: _____



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M.V. Royal Fishplate

- . Should an expanded inspection be done?
- . Should the vessel be detained?
- . If yes, What actions should be required to lift the detention?
- . If no, what deficiencies should be issued? What codes?

- . Who should be notified?



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Notes

- “ Is the brown water an indication of a failure to follow their ballast management plan?
- “ The record entry indicates 22% of the ballast was exchanged on a empty/refill basis. Much less than the 95% required.
- “ The Lat/Long also indicates it was done less than 50 miles from land and in less than 200m of water.
- “ BWMP must be approved by the administration.
- “ De-ballast operations should be halted and addressed with the vessel.



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PRACTICAL INSPECTIONS





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Practical inspections

- “ Three vessels were inspected: 2 container vessels and one bulk carrier.
- “ All vessels had valid certificates, BWM plans and record books.
- “ One vessel had a treatment plant and was certified for D1 & D2 operations.
- “ One vessel had conducted one proper ballast water exchange in the last three months. This vessel was on a regular run between Jamaica and Suriname and records indicated it took less than two hours to do the full exchange.



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Practical inspections

- “ The third vessel was not doing any form of exchange at all. Her last entry in the BWM record book was from 30 days prior. A review of her voyage plan indicated she could easily comply to the requirements with only a slight change in her voyage plan and would not delay the vessel at all.
- “ Other PSC officers reported similar findings with the Caribbean assumed to be the same jurisdiction so BWM was not needed or;
- “ Crew not familiar enough with the new requirements despite having a plan and new certificate.



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Conclusions & Recommendations

- “ Caribbean Port State Control officers are now trained on the IMO Guidelines on inspecting for BWMC compliance and will carry out more initial inspections on ballast water management.
- “ More training and awareness needed onboard vessels to ensure proper BWM is being done.
- “ PSC inspections to address proper BWM and the issuance of deficiencies or detentions where violations are found.
- “ A possible Concentrated Inspection Campaign (CIC) on Ballast Water Management could be conducted in the future.