

TODAY'S NEWS

Outcome of MEPC 71

International BWM Technology and Standardisation Forum - 12 & 13 Sept 2017 - Qingdao, China

Mouawad Consulting will be present in China during this event to discuss practical operation of BWMS (retrofit, commissioning and training).

BWM Tech North America - 26 to 28 Sept 2017 - Miami, USA

We will be actively participating in this traditional event to share our experiences in regulatory and application of the BWM Convention

BWM Convention, Introduction - November 2017 - Beirut, Lebanon

This event is organised by Mouawad Consulting exclusively for ship owners in the Middle East.

Contact us at +47 48050902 or info@bwm.no if you wish to know more about this event



Hot Topics at MEPC 71

As expected, MEPC 71 unanimously agreed to amend Regulation B-3 of the BWM Convention to give more time for shipowners to comply with the discharge standard D-2.

Details of the agreement, with explanation on the new implementation scheme, are available at the last page of this Newsletter.

What else did MEPC agree upon?

Sampling for compliance

The III subcommittee was requested by MEPC to update the HSSC survey scheme to include sampling for compliance during commissioning of BWMS and prior to issuance of an International Ballast Water Management System implying with the D-2 standard.

Details of what type of sampling is required have not been agreed to yet.





Mouawad Consulting at the IMO

Mouawad Consulting participates as advisors to the Norwegian Delegation to the Marine Environment Protection Committee (MEPC) and Pollution Prevention and Response (PPR).

By being actively present at the heart of the body regulating the development of the BWM market, we offer our clients:

- Direct insight into how regulations and politics are developing
- Advice on best practices to mitigate the effect of changing regulations
- State of the art advice based on the latest updates and developments

Discussion

This requirement is very important and was already agreed to at MEPC 70. The intention based on the discussions at MEPC 70 is to have a simple test of the discharge water to show that it actually meets the D-2 standard after the BWMS is installed.

We believe this will be a very long and detailed discussion at MEPC when the document comes back from III, sometimes in 2018 and maybe in time for MEPC 72.

This discussion is important to keep an eye on.

Type Approvals, Basic & Final Approvals

All type approvals were noted, Basic and Final Approvals granted as recommended by the GESAMP-BWWG.

Type Approval (G8 & G9 Guidelines)

1 - Methodology for information gathering and Conduct of Work of the GESAMP-BWWG

A new Methodology was adopted as proposed. The new methodology is recommended used immediately but is required to be applied for the first applications submitted to MEPC 74.

New data and analysis for environmental acceptability of use of BWMS using Active Substances in freshwater must be submitted to the GESAMP-BWWG for approval.

2 - Code for Approval of BWMS

A new Code for Approval of BWMS is adopted and will enter into force together with changes to the BWM Convention (i.e. 2 years after MEPC 72).

The new Code is similar to the 2016 G8 Guidelines and type approval under those guidelines will be deemed equivalent to type approval under the Code.

Most requirements in the 2016 G8 Guidelines are now compulsory (like challenge water conditions, successive successful land-based and shipboard tests, etc.) but salinity ranges can be deviated to allow for brackish testing under lower salinity conditions than those specified in the current G8 Guidelines.

Discussion

We have followed and implemented the development of IMO Type Approval Guidelines under 4 rounds, the Code being the fourth. We experience the new Code as a robust document which should improve the quality of type approval, by reducing the margin of interpretations and deviations by Administrations.

Whether the Code will increase the successful use of BWMS onboard ships and more compliant discharges, is highly doubtful and our experience is that it is not the type approval of BWMS that is the challenge, but rather the installation, operation, maintenance and training.

Experience building phase

The document presented by the Correspondence Group (CG) was approved in its entirety and we have now a set of reporting forms that can be used to gather and share experiences in using BWMS. However, due to cost issues, the implementation of the project and systematic gathering of data is deferred to the IMO Secretariat for further studies and to the Counsel for approval.

Discussion

What is important with this document, is that it seems that one wants to identify in details which BWMS are not working, without dwelling too much into why those systems did not work. This is unfortunate and we will now try to correct this flaw in the document by making sure that the reasons for failures are also included in the information gathering.

For example, a BWMS may not function simply if the crew operating it are not capable of doing so. Or it might be due to design flaws with the system itself.

Differentiating those 2 reasons will give much better background for regulators to see how they can amend regulations to tackle those issues.

Guidance on System Design Limitations (SDL)

This document was not handled and was sent to PPR 5 for further discussions.

Implementation of Regulation B-4

There was unanimous agreement that ships that cannot comply with Regulation B-4 due to lack of time, distance to shore etc. will not be required to meet the D-2 standard as an alternative.

A circular explaining the implementation of Regulation B-4 in areas where exchange is not possible is now developed and can give guidance to ships and port states on what to do in those circumstances.

Discussion

Our general advice when it comes to this subject is that, in case ballast water exchange was not completed, the ship should call the port when water will be discharged and agree on the way forward. This circular can be used as guidance.

Contingency measures when a ship cannot meet the D-2 standard

A new circular on contingency matters was produced during the meeting, dealing with the issue in general terms.

Discussion

It was disappointing in many ways that detailed methods of what ship owners and port states should do when ships turn up at their ports with non-compliant port, was not possible to agree to.

The same applies to non-compliance with the D-1 standard.

While one can use the document produced as over-arching guidance, the details of what needs to be done will now be dealt with on a case-by-case basis by the ship and the ports it calls.

Same Risk Area

The Same Risk Area and amendments proposed to the G7 Guidelines are important for the cruise industry, passenger ships and ferries, among others. This is due to the fact that they have short voyages between countries and one should have the possibility to avoid complying with the D-2 standard if the risk of invasion is very small.

Discussion

New amendments to the G7 Guidelines are now approved and they are specific to the concept of Same Risk Area (SRA), however, some countries showed that they had different requirements for risk assessment than others, which may lead to some complications when applying the concept.

Implementation schedule

New Ships

Under the agreed amendments, ships constructed on or after 8 September 2017 will have to comply with the D-2 standard at delivery.

Existing ships

Ships constructed before 8 September 2017 must comply with the D-2 standard as follows:

1 - at the first IOPP Renewal survey completed on or after:

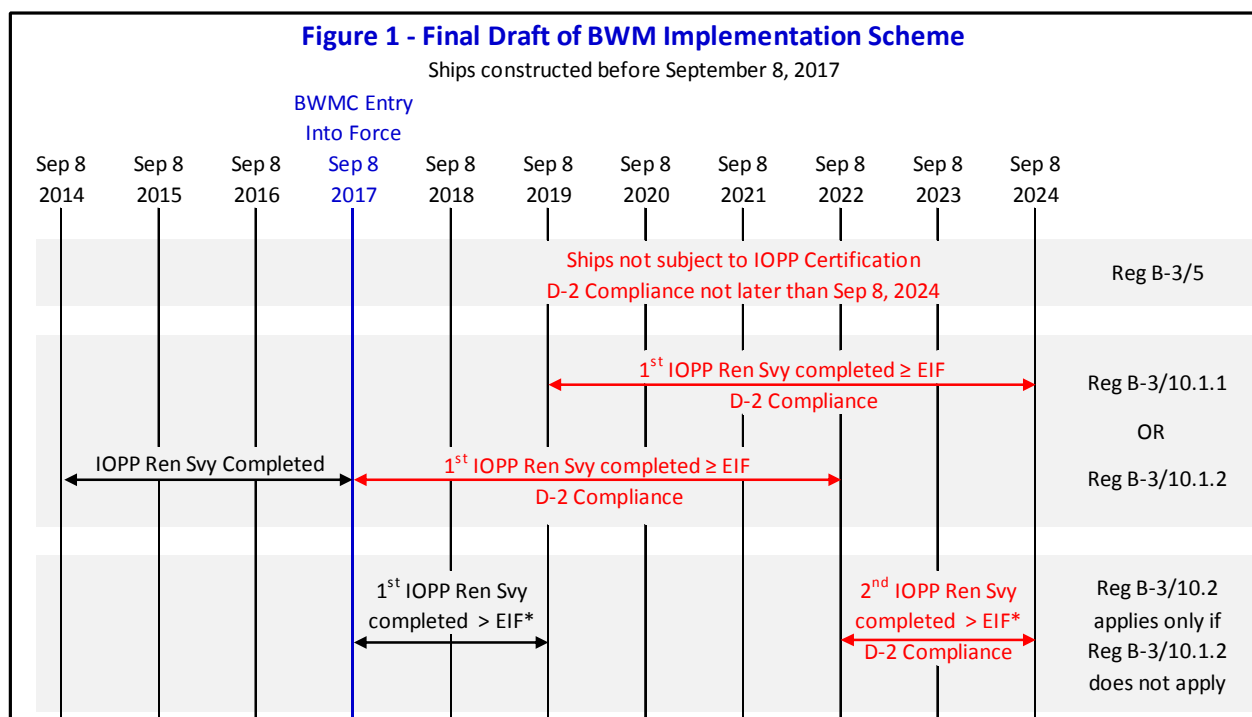
- 8 September 2019; or
- 8 September 2017, only if an IOPP Renewal survey is completed on or after 8 September 2014 but prior to 8 September 2017

2 - at the second IOPP Renewal survey after 8 September 2017 only if:

- first IOPP Renewal survey was completed prior to 8 September 2019; and
- an IOPP Renewal survey was not completed on or after 8 September 2014 but prior to 8 September 2017

3 - Ships to which the IOPP Certification scheme does not apply, must comply with the D-2 standard by 8 September 2024 at the latest

The graph below is reproduced from the Interim MEPC 71 Brief issued by ABS, as it is an excellent illustration of how the ships will be spread in their implementation of the D-2 standard.



Quiz

1 - A ship has done a renewal of its IOPP Certificate in April 2015. When will it be required to comply with the D-2 standard?

- If it follows its normal Renewal scheme (i.e. every 5 years); or
- If it decouples its IOPP Renewal from the rest of the certificates and completes it August 2017; or
- If it decouples its IOPP Renewal from the rest of the certificates and completes it August 2019

Answers

- 1 - a - April 2020
 b - August 2022
 c - August 2019

2 - A ship has done a renewal of its IOPP Certificate in August 2014. When will it be required to comply with the D-2 standard?

- a - If it follows its normal Renewal scheme (i.e. every 5 years); or
b - If it decouples its IOPP Renewal from the rest of the certificates and completes it August 2017; or
c - If it decouples its IOPP Renewal from the rest of the certificates and completes it August 2018

Answers

- 2 - a - August 2024
 b - August 2022
 c - August 2023

Have you come up to different answers than the ones above? Share them with us with an explanation at our LinkedIn company page.

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BWM world**