

# Isle of Man Ship Registry Technical Advisory Notice



## Ballast Water Management Convention new Regulation D-2 implementation dates

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The International Maritime Organisation's Ballast Water Management (BWM) Convention will enter into force on the 8<sup>th</sup> September 2017. The Convention requires that ships treat or manage their ballast water in accordance with a ship-specific ballast water management plan meeting the requirements of the Convention.

During IMO's 71<sup>st</sup> session of the Marine Environment Protection Committee, a decision was made to approve draft amendments to Regulation B-3 of the BWM Convention. The amendments principally relate to the implementation dates of Regulation D-2 of the BWM Convention which in most cases involve the installation of a ballast water treatment system.

A brief summary of the new dates for when Regulation D-2 must be met is as follows:

### New ships

A ship constructed (keel laid date) on/after 8<sup>th</sup> September 2017 must comply with the D-2 standard on delivery.

### Existing ships (constructed prior to 8<sup>th</sup> September 2017)

From 8<sup>th</sup> September 2017, a ship has between two and seven years before the D-2 standard must be met. The date on which a ship must comply is dependent on the IOPP Certificate's renewal survey date as shown in the table below.

Date of first IOPP renewal survey after Entry Into Force (EIF)	Must comply with D2 standard by...
8 <sup>th</sup> September 2017 to 8 <sup>th</sup> September 2019	<b>Second</b> IOPP Renewal After EIF*
on/after 8 <sup>th</sup> September 2019	<b>First</b> IOPP Renewal After EIF
ships which do not have an IOPP Certificate (i.e. ships less than 400gt)	8 <sup>th</sup> September 2024

*\*For clarity this is only permitted if the previous renewal survey was completed before 08 September 2014.*

Please be aware that ships may comply with either Regulation D-1 (ballast water exchange) or Regulation D-2 until they are required to comply with Regulation D-2.

In all cases, ships should be aware of and observe any local port requirements relating to the treatment of ballast water prior to discharge.

*Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.*

