

1. Introduction

The Isle of Man Ship Registry has received several enquiries from operators experiencing issues with their Ballast Water Treatment Systems who are unable to discharge Ballast Water to the D2 standard prescribed within the International Convention for the Control and Management of Ships' Ballast Water and Sediments ('the Convention').

As dispensations from the Convention cannot be issued due to equipment malfunction or operational issues, this notice provides guidance on contingency measures where ships certified to the D2 standard cannot meet the standard.

2. Known Operational Issues

Depending upon the treatment system installed, the Registry has identified common issues:

- Chemical treatment plant – Shortage of chemical stocks in port;
- Electro chlorination plant – Does not work in freshwater as salinity is required;
- UV Irradiation plant – Does not work effectively in turbid water;
- High concentrations of silt/sediment in the water blocking the 50-micron filters.

In all cases, the vessel can no longer discharge to the D2 standard required by the Convention.

3. Contingency Measures

A ship certified to D2 standard that cannot discharge to D2 standard does not comply with the Convention and must advise the Ship Registry and Port State as soon as practical.

The Port State, in conjunction with the ship, will consider the following contingency measures:

- Pre-determined actions from the Ballast Water Management Plan (where included);
- Discharging ballast water to another ship or appropriate reception facility;
- Ballast Water exchange to the D1 standard;
- Modifying sailing or ballast water discharge schedules;
- Internal transfer of ballast water or the retention of ballast water on board the ship;
- Managing the ballast water with a method acceptable to the port State.

The Ship Registry will assist owners in reaching an agreement with the Port State on the most appropriate solution for the discharge of ballast water found to be non-compliant. However, any final decision pertaining to discharge of the ballast water lies with the Port State.

In all cases, the ship must attempt to rectify the treatment system and submit a repair plan to the Port State authorities and the Ship Registry as soon as possible.

Although non-mandatory, the Ship Registry advises operators to consider addition of contingency measures to the vessels ballast water management plan.

All contingency actions taken must be recorded in the Ballast Water Record Book; records of communication with both flag and local port authority should also be retained with the log entry.

4. Further Information

- BWM.2/Circ.62 - Guidance on contingency measures under the BWM Convention

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.

