



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

Marine Notice

POL-005
Rev. 06/12

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AGENTS AND RECOGNIZED ORGANIZATIONS**

SUBJECT: Ballast Water Management Plans (BWMP)

References: (a) **Maritime Regulation 2.38**
(b) **Resolution MEPC.50 (31) adopted on 04 July 1991**
(c) **Resolution A.868 (20) dated 27 November 1997**
(d) **Resolution MEPC.124 (53) adopted on 22 July 2005**
(e) **Resolution MEPC.127 (53) adopted on 22 July 2005**
(f) **Brazilian NORMAM-20/DPC (In force October, 2005)**
(g) **Norwegian Ministry of the Environment Regulation of 7 July 2009 No.992
(In force 01 July 2010)**

Supersedes: Marine Notice POL-005, dated 1/00

INTRODUCTION;

Invasive marine species are one of the four greatest threats to the world's oceans. Unlike other forms of marine pollution the impacts of invasive marine species are most often irreversible.

In response to the threats posed by invasive marine species, the United Nations Conference on Environment & Development (UNCED) in Rio de Janeiro in 1997 (Agenda 21) called on IMO and other international bodies to take action to address the transfer of harmful organisms by ships. Under the Agenda 21 it called upon states acting individually or bilaterally within the IMO framework to address the degradation of the marine environment.

In response to this, the IMO Assembly developed & adopted the "Guidelines for the control & management of ships ballast water, to minimize the transfer of harmful organisms and pathogens" in 1997 by Resolution A.868 (20). This replaced the already existing guidelines A.774 (18)

All of the approaches recommended under the IMO Guidelines Resolution MEPC.868 (20) are subject to limitations. Reballasting at sea currently provides the best available risk minimization measure, but is subject to serious ship-safety limits. Even when it is able to be fully implemented, this technique is less than 100% effective in removing organisms from ballast water.

PURPOSE:

This Notice recommends the application of the IMO Resolutions MEPC.868(20) “Guidelines for Preventing the Introduction of Unwanted Aquatic Organisms and Pathogens from Ships’ Ballast Water and Sediment Discharges”, MEPC.124(53) “Guidelines for Ballast Water Exchange” & Resolution MEPC.127(53) “Guidelines for Ballast Water Management and Development of Ballast Water Management Plans”, references (c), (d) and (e) above, or the appropriate port state guidelines, aboard Liberian vessels. These efforts should help to prevent the uncontrolled discharge of ballast water & sediment containing unwanted aquatic organisms and pathogens, thus minimizing the risk of their unwanted transfer and establishment in other locations.

This Notice also informs ship owners, vessel operators and masters that several states (namely Brazil, Norway, Chile, Canada, Argentina, Australia, Israel, New Zealand, United Kingdom, USA, Peru, Russia & Ukraine -Black Sea, Malaysia, REMPEC states, ROPME States among others) have taken individual action with a view to prevent, minimize and ultimately eliminate the risks of introduction of Harmful Aquatic Organisms and Pathogens through ships entering their ports. They require ships to have a BWMP on board and submit a “Ballast Water Reporting Form” prior to arrival at their ports or terminals or operating in their territorial waters. Some states require a BWMP to be approved as detailed in paragraph 3.0.

APPLICABILITY:

This Notice applies to all Shipowners, Operators, Masters and Officers of Merchant Ships, Agents and Recognized Organizations.

REQUIREMENTS:

1.0 Recognition and Response

- 1.1 The Government of Liberia realizes that there is growing worldwide concern for the unplanned and unwanted introduction of harmful aquatic organisms; ballast water-transported disease bacteria and viruses, and their effects on human health, the marine environment, fisheries, aquaculture and amenities.
- 1.2 Until the BWM Convention 2004 comes into force, Port States applying ballast water and sediment discharge procedures should notify the Organization and provide information to vessel owners, operators and masters regarding any mandatory ballast water and sediment management requirements.
- 1.3 The Administration recommends that ship owners, operators and masters contact destination ports to ascertain the requirements of port State authorities regarding ballast water and sediment management and control procedures, relative to the vessel’s ports of call, including reporting procedures & other information that will be needed to obtain clearance.
- 1.4 While the Administration recognizes that the complete prevention of the introduction of unwanted aquatic organisms and pathogens through ballast water

may not be possible at this time, it is generally accepted that much can be done to minimize the risks and accordingly the focus should be on this aspect.

- 1.5 Classification Societies are urged to include provisions for ballast water exchange, sediment discharge system design and procedures in their rule requirements providing to the ship's master the necessary information for same in the ship's Stability Booklet.

2.0 Guidance on Safety Aspects of Ballast Water Exchange at Sea

Ship's masters and officers involved in ballast water exchange at sea should read the "Guidelines for Ballast Water Exchange", and work with the vessel owners and operators to ensure that the vessel specific instructions are accurate and reflect the safety aspects identified in reference (d) above.

3.0 Ballast Water Management Plan (BWMP)

The Administration urges ships flying the flag to develop Ballast Water Management Plans. Although not yet mandatory, several states require ships calling at their ports to develop and carry a BWMP, carry out ballast water exchange at sea and submit a ballast water report.

Brazil and Norway require all vessels calling at their ports or terminals or operating in their territorial waters to have on board such a plan approved by the vessel's flag Administration or by a Classification Society recognized by the Administration.

The Administration will review and approve Ballast Water and Sediment Management Plans to assist owners/operators of Liberian flagged ships compliance with Brazil's and Norway's Ballast Water Regulations, references (f) and (g) above.

The requirements for the plan are modeled after the International Convention for the Control and Management of Ship's Ballast Water and Sediments, adopted in February 2004, and the associated Guidelines in references (d) and (e) above. Use of the guidelines may also make future approvals easier, should other governments implement their own national requirements, and when the international BWM Convention 2004 becomes mandatory.

Additional guidance in developing the plan in accordance with Brazil's and Norway's regulations:

- 1) The plan is intended to be a simple document. Inclusion of extensive background information on the ship, its structure, etc. should be avoided, as this is generally available elsewhere. If such information is relevant, it should be kept in annexes, or an existing document or manual and reference should be made to the location of the information.
- 2) The plan shall be specific to each ship, and shall provide a detailed description of the actions to be taken and the routines to be utilized to implement the Ballast Water and Sediments Management requirements as set forth in the Ballast Water Regulations in references (f) and (g) above.

- 3) The plan shall include an identification of the officers on board who are in charge of ensuring that the plan is properly implemented.
- 4) The plan shall be written in the working language of the ship. If the language used is not English, French or Spanish, a translation into English shall be included. The copy to be submitted to the Administration for approval must be in English.
- 5) The Brazilian Ballast Water Regulation may be found in NORMAM-20/DPC on the link to the Brazilian Maritime Authority's website
https://www.dpc.mar.mil.br/normam/tabela_normam.htm

An English translation of the Regulation may be accessed on the link
<http://www.intertanko.com/upload/Tim/Brazilian%20Ballast%20Requirements.pdf>

- 6) The Norwegian Ballast Water Regulation may be accessed on the link to the Norwegian Maritime Directorate's website
<http://www.sjofartsdir.no/en/legislation/regulations/regulation-of-7-july-2009-no-992-concerning-the-prevention-of-transfer-of-alien-organisms-via-ballast-water-and-sediments-from-ships-the-ballast-water-regulation/>

Please refer to ADM-003 for cost of review and approval of the BWMP.

4.0 Sediment Management

All practical steps should be taken during ballast uptake to avoid sediment accumulation, however it is recognized that sediment will be taken on board and will settle on tank surfaces. When sediment has accumulated, consideration should be given to flushing tank bottoms and other surfaces when in suitable areas, i.e. areas complying with the minimum depth and distance as specified in the BWMP.

Removal of sediment from ballast tanks & chain lockers should preferably be undertaken under controlled conditions in port, at a repair facility or in dry dock.

Subject to accessibility, all sources of sediment retention such as anchors, cables, suction wells should be cleaned routinely to reduce the possibility of spreading contamination. In all conditions, when entry is made into tanks for removal of sediment, full consideration shall be given to safety of personnel & the ship.

5.0 Recording Procedures

To facilitate the administration of ballast water management and treatment procedures on board each ship, a responsible officer should be designated to ensure the maintenance of appropriate records and to ensure that ballast water management procedures are followed and recorded. When carrying out any ballast water operation the details should be recorded in the Ballast Water Record Book.

Where a port State requires information on ships ballast operations, relevant documentation, which takes account of the information requirement, including temperature & salinity should be made available to the port State.

6.0 Training & Education

Officers and crew should be familiar with their duties in the implementation of Ballast Water Management particular to the ship on which they serve.

Owners, managers, operators, and others involved in officer and crew training for ballast water management should consider the following:

Training for ships' masters and crews as appropriate should include instructions on the ballast water and sediment management procedures and the ballast water record book, particularly having regard to matters of ship safety and maintenance of records.

The Ballast Water Management Plan should include training and education on ballast water management practices and the systems and procedures used on board the ship.

7.0 Other National Guidelines for Ballast Water Management

The following additional States have ballast water management regulations, including the use of ballast water management plans, exchange of ballast water; reporting and further details are available in the following links:

- 7.1 **United States** Ballast Water Regulations amended on 23 March, 2012 and effective 21 June, 2012 may be found in United States Code of Federal Regulations, 33 CFR 151, subparts C & D and 46 CFR, subpart 162.060.

Information on current US ballast water management and reporting requirements may be accessed on the link to the US Coast Guards website

<http://www.uscg.mil/hq/cg5/cg522/cg5224/bwm.asp>

- 7.2 **Australian** Ballast Water Management requirements may be accessed on http://www.environment.gov.au/soe/2006/publications/drs/pubs/390/co/co_51_austrian_bw_requirements.pdf

The state of Victoria has slightly different requirements which may be found on

<http://www.epa.vic.gov.au/water/ballastwater/documents.asp>

- 7.3 Since 1990, all ships calling at **Buenos Aires, Argentina** shall in addition to the national requirements treat all ballast water with chlorine, if the ballast water has been taken in a WHO listed cholera high risk area. Chlorine dilution is specified as 50 liters of chlorine to 100 tons of ballast water. Vessels are encouraged to contact the agents prior to arrival for the latest information.

National requirements may be accessed on

http://www.prefectura naval.gov.ar/web/es/html/ordn_pdf/6-1998-7.pdf

The translated version in English may be found in ordinance no.7 of 1998 in Volume 6

<http://translate.google.com/translate?hl=en&sl=es&tl=en&u=http%3A%2F%2Fwww.prefectura naval.gov.ar%2F>

- 7.4 **Canadian** Ballast Water Control & Management Regulations may be accessed on Transportation Publication 13617, A Guide to Canada's Ballast Water Control and Management Regulations

<http://www.tc.gc.ca/eng/marinesafety/tp-tp13617-menu-2138.htm>

Information on the Canadian Ballast Water Program may be accessed on

<http://www.tc.gc.ca/eng/marinesafety/oep-environment-ballastwater-menu-449.htm>

- 7.5 **Chilean** Ballast Water Management Regulations

As from 10th August 1995 there has been a mandatory requirement for ballast water exchange in deep water with entries in bridge and engine room logbooks, showing geographical co-ordinates, amount replaced and what percentage of total ballast capacity represented. The Accepted alternative to ballast water exchange is in-tank treatment by addition of 100 grams of powdered sodium hypochlorite, or 14 grams or powdered calcium hypochlorite, per ton of ballast water, ensuring thorough mixing, and then allowing 24 hours before beginning discharge of the treated ballast water is also accepted.

For further information, refer to Chilean Declaration DGTM and MM. ORD. NO. 12600/228 VRS: Order for preventative measures to avoid transmission of harmful organisms and epidemics by ballast water, 10th August 1995.

- 7.6 Guidelines for voluntary ballast water management prior to discharging ballast in the **Mediterranean** Region may be found in IMO's BWM.2/Circ.35
- 7.7 Implementation of the BWM Convention 2004 for ships operating in **Malaysian** waters may be accessed on the Marine Department of Malaysia's website
<http://www.marine.gov.my/indexBI.htm>
<http://www.marine.gov.my/service/notice/msn/2012/MSN042012.pdf>

- 7.8 As from 19 July 1996, **Israel** has required vessel Masters to provide ships' inspectors (Pilots) with a completed ballast water exchange report. Ballast water that has not been taken on in the open ocean must be exchanged in open ocean beyond any continental shelf or fresh water current. Ships bound for Eilat must carry out exchange outside the Red Sea, when practicable. Ships bound for Mediterranean Ports must exchange in the Atlantic Ocean, when practicable.

More information may be found in Israeli Notice to Mariners No.4/96 dated 14th April 1996, issued by the Israeli Administration of Shipping and Ports.

- 7.9 Guidelines for ballast water management prior to discharging ballast in the **ROPME** Sea area of the Persian Gulf may be found in IMO's MEPC 59/INF.3, date 02 January, 2009.

* * * * *