



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N°BWM 003

OBLIGATION OF INSTALLATION OF BALLAST WATER MANAGEMENT SYSTEM FOR VESSELS ENGAGED IN U.S. WATERS AND NEW YORK STATE BALLAST WATER STANDARDS

TO: SHIPOWNERS, SHIPS' OPERATORS AND MANAGERS, FLAG STATE SURVEYORS

APPLICABLE TO: ALL VESSELS

EFFECTIVE AS FROM: Date of this Circular

23rd May 2012

United States Coast Guard (USCG) has established a rule concerning the obligation of installation of ballast water management system for vessels engaged in U.S. waters. This rule "Standards for Living Organisms in Ship's Ballast Water Discharged in U.S. Waters", Vol.77, Federal Register Reg. 17254 (BWDS) will be effective on **21st June 2012.**

BWDS is contained in revised 33 CFR Part 151 Subpart C and D and 46 CFR Part 162 Subpart 162.060. Requirements of ballast water performance standards are the same as Regulation D-2 of "International Convention for The Control and Management of Ships' Ballast Water and Sediments"

Ships calling at U.S. ports and intending to discharge ballast will be required to use an approved ballast water treatment system that meets the US discharge standard (which is the same as the IMO D-2 standard) in accordance with the following timetable:

	Vessel's ballast water capacity V[m3]	Date constructed (Keel laid)	Vessel's compliance date
New vessels	All	On or after 1 st December 2013	On delivery
Existing vessels	V<1500	Before 1 st December 2013	First scheduled dry docking after 1 st January 2016
	1500< V< 5000		First scheduled dry docking after 1 st January 2014
	5000 <V		First scheduled dry docking after 1 st January 2016

Vessels subject to BWDS are required to install ballast water management system which is approved by USCG in accordance with 46 CFR Part 162 in addition to the approval of IMO in accordance with the Convention.

However as USCG's approval is supposedly going to take a long time, the ballast water management system approved by the IMO but not approved by USCG, is temporarily accepted by USCG. This temporary acceptance is called "Alternate Management Systems" (AMS).

For vessels using AMS, a "Vessel General Permit" (VGP) under the National Pollutant Discharge Elimination System with discharges of pollutants incidental to their normal operation will be issued by the U.S. Environmental Protection Agency (EPA).

Consequently, the Ballast Water Management system installed on the vessel should also comply with VGP. The present VGP will expire on 19th December 2013 and a new VGP is under preparation. In relation to ballast water performance standard, this draft VGP will be the same as the present VGP which is also the same as Regulation D-2 of the Convention.

There is, however, a possibility that additional requirements may be proposed / made for ballast water performance standard in the future.

Considering the above for vessels engaged in U.S. waters, Owners and management companies should be aware of both BWDS and VGP.

The regulations will also require all ships to:

- 1) lean ballast tanks to remove sediments;
- 2) rinse anchors and chains when an anchor is retrieved;
- 3) remove fouling from the hull, piping and tanks on a regular basis;
- 4) maintain a ballast water management plan that includes procedures for fouling and sediment removal as well as ballast water management – there is no requirement for the plan to be approved;
- 5) maintain records of ballast and fouling management;
- 6) submit a Report Form 24 hours before arrival.

Full content of Vol.77, Federal Register Reg.17254 and VGP are available on the following URL.

Vol.77, Federal Register Reg.17254:

<http://www.gpo.gov/fdsys/pkg/FR-2012-03-23/pdf/2012-6579.pdf>

VGP:

http://www.epa.gov/npdes/pubs/vessel_vgp_permit.pdf

<http://www.dec.ny.gov/permits/72399.html>