



MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 08 OF 2017

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Applicable to: Shipowners, shipmanagers, operators, Masters of Singapore-registered ships, including passenger ships and Recognised Organisations

BALLAST WATER MANAGEMENT CONVENTION (BWMC), 2004

1. The Ballast Water Management Convention (the Convention) will enter into force on 8 September 2017. The Convention is not applicable to ships¹ that meet the criteria specified in Article 3.2² of the Convention.

2. When the Convention enters into force, it shall apply to all applicable ships flying the flag of a Party to the Convention, or calling the port of a Party to the Convention, or which operate under the authority of a Party (or Administration³) to the Convention.

3. With the Convention entering into force soon, Maritime and Port Authority of Singapore (MPA) has been receiving queries regarding the following matters from our stakeholders:

- Issuance of the International Ballast Water Management Certificate (IBWMC) and/or Statement of Compliance (SoC)
- Installation of Ballast Water Management Systems (BWMS) on board
- Application of the Convention
 - for ships trading strictly within Singapore Port limit
 - for ships with permanent ballast or sealed ballast tanks

¹ Under Article 1.12 of the Convention a “ship” is defined as a vessel of any type whatsoever operating in the aquatic environment and includes submersibles, floating craft, floating platforms, FSUs and FPSOs.

² These include ships not constructed to carry ballast water, ships with permanent ballast in sealed tanks, ships that operate only in waters under the jurisdiction of a Party to the Convention or under the jurisdiction of one Party and on the high seas.

³ “Administration” means the Government of the State under whose authority the ship is operating. With respect to a ship entitled to fly a flag of any State, the Administration is the Government of that State. With respect to floating platforms engaged in exploration and exploitation of the sea-bed and subsoil thereof adjacent to the coast over which the coastal State exercises sovereign rights for the purposes of exploration and exploitation of its natural resources, including Floating Storage Units (FSUs) and Floating Production Storage and Offloading Units (FPSOs), the Administration is the Government of the coastal State concerned.

4. This circular is intended to guide our stakeholders on the above queries to assist in their preparation for the entry into force of the Convention.

Issuance of the International Ballast Water Management Certificate (IBWMC) and/or Statement of Compliance (SoC)

5. Upon entry into force of the Convention, ships of 400 GT and above (excluding floating platforms, floating storage units or FSU, and floating production storage and offloading units or FPSO⁴) entitled to fly the flag of a Party to the Convention or operating under the authority of a Party to the Convention are required to carry on board:

- a) International Ballast Water Management Certificate (IBWMC),
- b) Ballast Water Management Plan (BWMP) approved by the Administration, and
- c) Ballast Water Record Book (BWRB).

6. Ships less than 400 GT are required to ensure that applicable provisions of the Convention are complied with e.g. BWMP approved by the Administration and BWRB are carried on board.

7. Singapore is not a party to the BWMC as yet and we do not have national legislation to authorise our ROs to issue an IBWMC and/or SoC to Singapore-registered ships on our behalf. We shall issue a shipping circular to notify our stakeholders once we become a party to the Convention.

8. However pending Singapore becoming a party to the Convention, the MPA has no objections for our ROs, at the request of the shipowner, to conduct the surveys required in accordance with regulations E-1 and E-2 of the Convention and to issue a SoC to the Singapore-registered ships. This SoC may be replaced with an IBWMC issued on behalf of the Flag Administration within 3 (three) months from the date when Singapore ratifies the Convention. No additional survey is required, provided the SoC was issued in compliance with BWMC survey requirements and there has been no modification or change of condition since the issuance of the SoC.

9. Similarly the Ballast Water Management Plan (BWMP) developed in accordance with the requirement of regulation B-1 of the Convention and also taking into consideration IMO resolution MEPC.127(53) "Guidelines for ballast water management and development of ballast water management plans (G4)" will be approved by the RO on our behalf upon ratification of the Convention by Singapore.

10. Regulation B1 of the Convention requires BWMP to take into account guidelines developed by the Organisation i.e. the G4 guidelines and does not revoke

⁴ BWM.2/Circ.46 - Application of the BWM Convention to Mobile Offshore Units and BWM.2/Circ.52 - Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party, Mobile offshore units including Mobile Offshore Drilling Units should be surveyed and issued with an IBWMC, according to regulations E-1 and E-2 of the Convention, as applicable.

IMO Assembly Resolution A.868(20) "Guidelines for the control and management of ships ballast water to minimize the transfer of harmful aquatic organisms and pathogens". Taking into consideration BWM.2/Circ.40 "Issuance of Ballast Water Management Certificates prior to entry into force of the Convention" the BWMP, approved in accordance with Resolution A.868(20), shall remain valid until the plan requires revision upon the installation of a ballast water management system.

11. Regulation B2 of the Convention requires ships to have on board a Ballast Water Record Book (BWRB). The BWRB does not need to be approved by MPA or our RO. The BWRB shall at least contain the information specified in Appendix II of the Convention including any exemptions granted under regulation A4 of the Convention.

Ballast Water Management Systems (BWMS)

12. Taking into account of IMO Assembly Resolution A.1088(28) "Application of the International Convention for the Control and Management of Ships Ballast Water and Sediments, 2004", the BWMS is to be installed on board ships when operating under the flag or authority of a Party to the Convention by the first IOPP renewal survey after 8 September 2017⁵.

13. The BWMS to be installed or have been installed on board Singapore-registered ships are required to be type approved under Resolution MEPC.174(58) "Guidelines for approval of Ballast Water Management Systems (G8)", or preferably Resolution MEPC.279(70) "2016 Guidelines for approval of ballast water management systems (G8)". BWMS installed on Singapore-registered ships on or after 28 October 2020 should be approved under the Resolution MEPC.279(70).

14. The country of manufacture of the BWMS has to approve the BWMS. If the country of manufacture does not approve the equipment, MPA will need to be informed of the reason for the non-approval for case by case acceptance.

15. The Convention does not provide for any extension of the installation timeline and we would encourage all our stakeholders to plan properly for the installation of the BWMS to prevent any eventual installation and compliance issues.

Others

- i) Application of the Convention for ships trading strictly within Singapore Port limit

16. When Singapore becomes a party to the Convention, ships operating solely within Singapore port limits need not comply with the Convention.

⁵ Shipowners, shipmanagers, operators and Masters of SRS also need to take into account any local port regulations and comply as applicable.

- ii) Application of the Convention for ships with permanent ballast or sealed ballast tanks

17. Reference to Article 3.2(a) and (f), the Convention does not apply to ships not designed or constructed to carry ballast water and to ships which carry permanent ballast water in sealed tanks, that is not subject to discharge.

18. For Singapore-registered ships, our ROs may, at the request of the shipowners, provide a “Statement of Fact” to certify that the Convention does not apply to the ship due to its design or if the vessel is carrying permanent ballast.

19. For Singapore-registered ships that make modifications to have on board ballast tanks sealed with ballast that is not subject to discharge, the arrangement has to be accepted and verified by our ROs based on class rules, including the review of the ships loading and stability manual to ensure that safety requirements (trim, list, draught, stability, bending moments of the ship etc) shall be met under the sealed tank condition. For such ships, the Company’s Safety Management System shall include, to the satisfaction of our ROs, procedures to guide the Master for safe inspection, surveys and maintenance of the ships ballast tanks and also procedures to apply in case of an emergency (grounding, collision etc).

20. Any queries to this circular should be directed to Mr Ranabir Chakravarty at 63756210 or email: shipping@mpa.gov.sg

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