

Translation: Only the Danish document has legal validity.

*Executive Order no. 55 of 23/01/2025
issued by the Danish Maritime Authority*

Executive Order on the survey and certification of ships using ballast water and on ballast water plans and records

Pursuant to sections 1(3), 3(1), nos. 3 and 4, 22(1-3), and 32(10) of the Act on Safety at Sea, cf. Consolidated Act no. 221 of 11 February 2022, as amended by Act no. 1773 of 28 December 2023, and sections 1(3), 3(1), nos. 3 and 4, 22(1-3), and 32(2) of the Order on the entry into force for Greenland of the Act on Safety at Sea, cf. Consolidated Act no. 1674 of 16 December 2015, it is hereby determined pursuant to the authorisation according to section 1(1), no. 3, of Executive Order no. 261 of 23 March 2020 on the assignment of certain powers to the Danish Maritime Authority and on the right of appeal, etc., and section 1(1), no. 2, of Executive Order no. 279 of 23 March 2020 for Greenland on the assignment of certain powers to the Danish Maritime Authority and on the right of appeal, etc.:

Administrative provisions

Section 1. This Executive Order establishes regulations on the survey and certification of ships using ballast water and the handling of ballast water and sediments in ships' ballast water tanks.

Subsection 2. The provisions of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, hereinafter "the Convention", as reproduced in Annexes 1 and 2 of this Executive Order, shall apply in accordance with section 2.

Scope of application

Section 2. This Executive Order applies to Danish ships. To the extent that it is compatible with international law, the Executive Order also applies to foreign ships in Danish or Greenlandic territorial waters or in the exclusive economic zone of Denmark and Greenland, respectively.

Subsection 2. This Order shall not apply to:

- 1) Ships, regardless of flag, that are not designed to use ballast water.
- 2) Ships, irrespective of flag, using permanent ballast water only in sealed tanks which are not subject to discharge.
- 3) Ships, regardless of flag, operating exclusively in Danish or Greenlandic territorial waters and in the exclusive economic zone of Denmark and Greenland, respectively.
- 4) Danish ships operating exclusively in waters under the jurisdiction of one of the Convention countries and on the high seas, unless the country concerned decides otherwise.
- 5) Ships with an overall length of less than 50 metres and with a maximum ballast water capacity of 8 cubic metres, which are used exclusively for recreational or competitive purposes or which are used primarily for search and rescue. However, such ships shall, as far as practicable, manage their ballast water and sediments in accordance with the requirements of the Convention.
- 6) Warships or other ships owned or operated by a State and used for government non-commercial purposes. However, such ships shall, as far as practicable, manage their ballast water and sediments in accordance with the requirements of the Convention.

Ballast water plans and records

Section 3. The shipping company and the master shall ensure that officers and crew are familiar with their

duties regarding the management of ballast water on the ship on which they serve. Additionally, they shall be familiar with the ship's ballast water management plan.

Section 4. The shipping company and master shall ensure that ships covered by this Executive Order have an approved ballast water management plan on board the ship.

Subsection 2. The ballast water management plan may be an electronic system and must be specifically designed for each individual ship, and at least

- 1) Contain detailed safety procedures for the ship and the crew in connection with ballast water management, as set out in the Convention,
- 2) Provide a detailed description of the actions to be taken to implement the ballast water management requirements and additional ballast water management practices as set out in the Convention,
- 3) Include detailed procedures for the disposal of sediments
 - a) At sea; and
 - b) On land,
- 4) Include procedures for coordinating the management of ballast water on board involving discharge at sea with the authorities of the State in whose waters such discharge will take place,
- 5) Designate the ship's officer in charge of ensuring the proper implementation of the plan,
- 6) Contain information requirements for ships under the Convention; and
- 7) Be written in the ship's working language. If a language other than English, French or Spanish is used, a translation into one of these languages must also be provided.

Section 5. Shipping companies and masters shall ensure that ships covered by this Executive Order have a ballast water logbook on board.

Subsection 2. The ballast water logbook may be an electronic record system, which may be integrated into another record or system, but shall contain the information specified in Annex 2, Appendix II.

Subsection 3. The shipping company and master shall ensure the following:

- 1) Entries in the ballast water logbook shall be kept on board the ship for at least two years after the last entry and thereafter be under the control of the company for at least three years.
- 2) In the case of discharge of ballast water in accordance with regulations A-3 (exceptions to the Convention), A-4 (exemptions from the Convention) or B-3.6 (ships discharging ballast water to reception facilities) or any other accidental or unusual discharge of ballast water not exempted elsewhere in the Convention, an entry shall be made in the ballast water logbook describing the circumstances and cause of such discharge.
- 3) The ballast water logbook shall be kept readily available for inspection at all reasonable times and, in the case of an unmanned ship being towed, may be kept on the ship being towed.
- 4) Any work activity involving ballast water shall be entered in the ballast water record book without undue delay. All entries shall be signed by the officer in charge and each completed page shall be signed by the master. Entries in the ballast water logbook shall be made in the working language of the ship. If the language is not English, French or Spanish, the entries must be translated into one of these languages. If the entries are also made in an official national language of the country whose flag the ship is entitled to fly, these shall prevail in case of dispute or inconsistency.

Type approval of ballast water management plants

Section 6. The preparation of the type approval of ballast water management plants shall be carried out in collaboration with an organisation recognised by the Danish Maritime Authority.

Surveys and certificates

Section 7. Ships with a gross tonnage of 400 or more and which are covered by this Executive Order, with the exception of floating platforms, floating storage units (FSUs) and floating production storage and offloading units (FPSOs), shall be subject to surveys as mentioned below.

Subsection 2. A first survey before the ship is put into service or before the certificate under section 10 is

issued for the first time. This survey shall verify that the ballast water management plan required in section 4 and associated design, equipment, systems, accessories, devices and materials or processes fully comply with the requirements of this Executive Order. This survey shall confirm that a commissioning test has been carried out to validate the installation of any ballast water management system to demonstrate that its mechanical, physical, chemical and biological processes are functioning correctly, taking into account the guidelines developed by the United Nations International Maritime Organisation (IMO) applicable at the time of installation.

Subsection 3. A renewal survey shall be carried out at intervals not exceeding 5 years and shall verify that, in accordance with the ballast water management plan required by section 4, the ballast water management system and associated construction, equipment, systems, accessories, devices and material or processes fully comply with the relevant requirements of this Order.

Subsection 4. An intermediate survey within three months before or after the second anniversary or within three months before or after the third anniversary of the certificate, which shall replace one of the annual surveys mentioned in subsection 6. Intermediate surveys shall ensure that the equipment, and associated ballast water management systems and processes, fully comply with the relevant requirements of this Executive Order and are in good working order. Such intermediate surveys shall be endorsed on certificates issued in accordance with section 10.

Subsection 5. An annual survey within three months before or after each anniversary, including a general inspection of the structure, equipment, systems, accessories, devices and materials or processes associated with the ballast water management plan required by section 4 to ensure that they are maintained in accordance with subsection 2, and remain satisfactory for the service for which the ship is intended.

Endorsement of such annual surveys shall be made on certificates issued in accordance with section 10.

Subsection 6. Additional surveys, either general or partial as appropriate, shall be carried out after any alteration, replacement or substantial repair of structure, equipment, systems, accessories, devices and material required for full compliance with this Order. The survey shall be such as to ensure that any such alteration, replacement or substantial repair has been effectively carried out so that the ship complies with the requirements of this Executive Order. This survey shall confirm that a commissioning test has been carried out to validate the installation of any ballast water management system to demonstrate that its mechanical, physical, chemical and biological processes are functioning correctly, taking into account the guidelines developed by the United Nations International Maritime Organisation (IMO) applicable at the time of installation.

Section 8. If a ship suffers an accident or a defect is discovered which significantly affects the ship's ability to treat ballast water in accordance with the Convention, the owner, operator or other person responsible for the ship shall at the earliest opportunity notify an organisation recognised by the Danish Maritime Authority, which shall ensure that investigations are initiated to determine whether a survey in accordance with section 7 is required. If the ship is outside Danish or Greenlandic territorial waters in a port of a Contracting Party, the owner, operator or another person in charge shall also immediately notify the relevant authorities in the port state, and the designated inspector or recognised organisation shall ensure that such notification has taken place.

Subsection 2. The condition of the ship and its equipment, systems and processes shall be maintained in accordance with the provisions of this Convention to ensure that the ship is in all respects capable of operation without risk of harm to the environment, health, property or resources.

Subsection 3. After completion of a survey of the ship in accordance with subsection 1, no alterations shall be made to the structure, equipment, accessories, devices or material associated with the ballast water management plan required under section 4 and covered by the survey without the approval of the Organisation, except for the mere replacement of such equipment or accessories.

Section 9. The first survey shall be conducted in connection with the first renewal survey of the ship's International Oil Pollution Prevention Certificate.

Section 10. Where a certificate is required, it shall be issued after successful completion of a survey in accordance with section 7.

Subsection 2. The certificate shall be issued in accordance with the form set out in Annex 2, Appendix I.

Subsection 3. A certificate shall be issued for a period not exceeding five years.

Subsection 4. In the event of a renewal survey, the certificate shall fulfil the following:

- 1) If the renewal survey is completed within three months before the expiry date of the existing certificate, the new certificate shall, regardless of the requirements of subsection 1, be valid from the date of completion of the renewal survey to a date not later than five years after the expiry date of the existing certificate.
- 2) If the renewal survey is performed after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey until a date not later than five years after the expiry date of the existing certificate.
- 3) If the renewal survey is conducted more than three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not later than five years after the expiry date of the existing certificate.

Authorisation

Section 11. The Danish Maritime Authority may authorise organisations recognised in accordance with the applicable Executive Order on recognition and authorisation of organisations performing inspection and survey of ships to approve ballast water plans and carry out surveys on behalf of the Danish Maritime Authority.

Penalty provisions and measures, etc.

Section 12. Violation of this Order is punishable by a fine or imprisonment for up to 1 year.

Subsection 2. The penalty may increase to imprisonment for up to 2 years if

- 1) The infringement has caused harm to life or health or has created a danger thereof,
- 2) A prohibition or an order has previously been issued in respect of the same or a similar matter; or
- 3) The infringement has resulted in or is intended to result in a financial benefit for the person concerned or for others.

Subsection 3. Where no confiscation of the proceeds of the infringement is ordered, the amount of any financial advantage obtained or intended shall be taken into account, in particular, in the assessment of any fine, including any additional fine.

Subsection 4. Criminal liability may be imposed on companies or other legal persons in accordance with the rules laid down in Chapter 5 of the Criminal Code.

Section 13. If the matter is covered by an order on the entry into force for Greenland of the Act on Safety at Sea, and other legal consequences of a crime, measures may be taken in accordance with the Criminal Code for Greenland.

Subsection 2. The circumstances referred to in Section 12(2) shall be regarded as aggravating circumstances.

Subsection 3. If no confiscation of proceeds is made, cf. Section 37 of the Criminal Code for Greenland, the amount of any financial benefit obtained or intended shall be taken into account, in particular, when imposing a fine, including an additional fine.

Subsection 4. Where an infringement is committed by companies or other legal persons, the legal person as such may be held liable to pay a fine. If the infringement is committed by the State, the Government of Greenland, a municipality, or a settlement board, the public authority as such may be held liable to a pay fine.

Subsection 5. If a person is not resident in Greenland, or if the person's connection with Greenlandic society is of such a loose nature that the conditions for the application of measures are not met, the case may be brought or referred for prosecution in Denmark, cf. Section 7 of the Greenland Criminal Code.

Entry into force, etc.

Section 14. This Executive Order shall enter into force on 1 February 2025.

Subsection 2. Executive Order no. 708 of 24 May 2022 on surveys and certification of ships using ballast

water and on ballast water plans and logbooks is repealed.

The Danish Maritime Authority, 23 January 2025

Martin Hvid John

/ Malene Loftager Mundt

Annex 1

**INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS'
BALLAST WATER AND SEDIMENTS, 2004**

The Parties to this Convention,
recalling Article 196(1) 1 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS),
according to which "States shall take all necessary measures to prevent, reduce and control pollution of the marine environment resulting from the use of technology under their jurisdiction or control, or the intentional or accidental introduction into a particular part of the marine environment of alien or new species which may cause significant and harmful changes thereof",
Noting the objectives of the 1992 Convention on Biological Diversity (CBD) and that the transfer and introduction of harmful aquatic organisms and pathogens via ships' ballast water is a threat to the protection and sustainable use of biodiversity, as well as Resolution IV/5 of the 1998 Conference of the Parties (COP 4) to the Convention on Biological Diversity concerning protection and sustainable use of marine and coastal ecosystems, as well as Resolution VI/23 of the 2002 Conference of the Parties (COP 6) to the Convention on Biological Diversity concerning alien species that threaten ecosystems, habitats or species, including guiding principles on invasive species,
Noting also that the 1992 United Nations Conference on Environment and Development (UNCED) requested the International Maritime Organisation (the Organisation) to consider the adoption of appropriate rules on ballast water discharge,
Mindful of the precautionary principle contained in Principle 15 of the Rio Declaration on Environment and Development, also referred to in MEPC. 67(37), adopted by the Marine Environment Protection Committee of the Organisation on 15 September 1995,
Recognising also that the 2002 World Summit on Sustainable Development in subsection 34(b) of the Plan of Implementation calls for action at all levels to accelerate action on invasive alien species in ballast water,
Recognising that the uncontrolled discharge of ballast water and sediments by ships has resulted in the transfer of harmful aquatic organisms and pathogens that cause harm to the environment, health, property and resources,
Recognising the importance of this subject to the Organisation through Assembly Resolutions A. 774(18) of 1993 and A. 868(20) of 1997, adopted to address the transfer of harmful aquatic organisms and pathogens,
Recognising also that several countries have taken individual measures to prevent, reduce and eventually eliminate the risks associated with the introduction of harmful aquatic organisms and pathogens via ships entering their ports, and also that this issue, which is of worldwide importance, requires action based on globally applicable rules and with guidelines for their effective implementation and uniform interpretation,
Desiring to continue the development of safer and more effective ballast water management options that result in the continued prevention, minimisation and eventual elimination of the transfer of harmful aquatic organisms and pathogens,
Resolved to prevent, minimise and ultimately eliminate the risks to the environment, health, property and resources from the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments, as well as to avoid undesirable side effects of such control, and to encourage the development of related knowledge and technology,
Recognising that these objectives can best be achieved through the conclusion of an international convention on the control and management of ships' ballast water and sediments,
Have agreed as follows:

Article 1

Definitions

Unless expressly provided otherwise, the following definitions shall apply in this Convention:

1. Administration: the Government of the State having authority over the ship. For ships flying the flag of another State, the Administration is the Government of that State. In the case of floating platforms engaged in the exploration and exploitation of the seabed and subsoil in the immediate vicinity of the coast over which that coastal State has sovereign rights for the purpose of exploration and exploitation of natural resources, including floating storage units (FSUs) and floating production storage and offloading units (FPSOs), the Administration is the Government of that coastal State.
2. Ballast water: Water containing suspended solids taken on board a ship to regulate the ship's trim, list, draught, stability or load.
3. Ballast water management: Mechanical, physical, chemical and biological processes whose purpose is, either alone or in combination, to remove, neutralise or prevent the introduction or discharge of harmful aquatic organisms and pathogens in ballast water and sediments.
4. Certificate: the International Ballast Water Management Certificate.
5. Committee: The Marine Environment Protection Committee of the Organisation.
6. Convention: The International Convention for the Control and Management of Ships' Ballast Water and Sediments.
7. Gross tonnage refers to the gross tonnage calculated in accordance with the tonnage measurement provisions of Annex I to the International Convention on Tonnage Measurement of Ships, 1969 and any successor convention.
8. Harmful aquatic organisms and pathogens: Aquatic organisms or pathogens which, if introduced into the sea, including estuaries, or into freshwater bodies, may cause harm to the environment, health, property or resources, impair biological diversity or interfere with other legitimate uses of such areas.
9. Organisation: the United Nations International Maritime Organisation (IMO).
10. Secretary-General: The Secretary-General of the Organisation.
11. Sediments: Sediments from a ship's ballast water.
12. Ship: Vessel of any type operating in the aquatic environment, including submersibles, floating structures, floating platforms, floating storage units (FSUs) and floating production, storage and offloading facilities (FPSOs).

Article 2

General obligations

1. The Parties undertake to comply fully with the provisions of the Convention and its Annex in order to prevent, reduce and ultimately eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments.
2. The Annex forms an integral part of this Convention. Unless expressly stated otherwise, a reference to this Convention is also a reference to the Annex.
- 3 Nothing in this Convention shall be construed to prevent a Party from taking, either individually or jointly with other Parties, more stringent measures to prevent, reduce or eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments in accordance with international law.
4. The Parties shall endeavour to collaborate for the effective implementation, compliance and enforcement of this Convention.
5. The Parties undertake to encourage the continued development of ballast water management and standards to prevent, reduce and ultimately eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments.
6. Parties taking measures under this Convention shall endeavour not to impair or harm their own or other

States' environment, health, property or resources.

7. Parties should ensure that ballast water management methods used to comply with this Convention do not cause more harm than they prevent to the environment, health, property or resources of Parties and other States.

8. The Parties shall encourage ships entitled to fly their flag to which this Convention applies to avoid, as far as practicable, taking on ballast water containing potentially harmful aquatic organisms and pathogens, as well as sediments which may contain such organisms, including promoting the appropriate implementation of recommendations developed by the Organisation.

9. The Parties shall endeavour to collaborate under the auspices of the Organisation to address threats and risks to sensitive, vulnerable or endangered marine ecosystems and biodiversity in areas beyond the limits of national jurisdiction with regard to the management of ballast water.

Article 3

Scope of application

1. Unless expressly provided otherwise, this Convention shall apply to:

- a) Ships entitled to fly the flag of a Party; and
- b) Ships not entitled to fly the flag of a Party but operating under the authority of a Party.

2. This Convention shall not apply to:

- a) Ships not designed or constructed for the carriage of ballast water,
- b) Ships of a Party operating exclusively in waters under the jurisdiction of that Party, unless that Party determines that the discharge of ballast water from such ships would impair or harm its own or neighbouring or other States' environment, health, property or resources,
- c) Ships of a Party operating exclusively in waters under the jurisdiction of another Party, provided that the latter Party authorises such exclusion. No Party shall grant such authorisation if to do so would impair or harm its own environment, health, property or resources or those of surrounding or other States. Any Party which does not grant such authorisation shall notify the Administration of the ship concerned that this Convention applies to that ship,
- d) Ships operating exclusively in waters under the jurisdiction of a Party and on the high seas, other than ships not authorised under point c, unless that Party determines that the discharge of ballast water from such ships would cause harm or harm to its own or a surrounding or other States' environment, health, property or resources,
- e) Any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service. However, each Party shall ensure, through the adoption of appropriate measures that do not impair the operation or operability of such ships owned or operated by that Party, that such ships act in a manner consistent, so far as is reasonable and practicable, with this Convention; and
- f) Permanent ballast water in sealed tanks on ships which are not subject to discharge.

3. With respect to ships from non-Parties to this Convention, Parties shall apply such requirements of this Convention as may be necessary to ensure that such ships are not subject to more favourable management.

Article 4

Control of the transfer of harmful aquatic organisms and pathogens through ships' ballast water and sediments

1. Each Party shall require that ships to which this Convention applies and which are entitled to fly its flag or operate under its authority comply with the requirements set out in this Convention, including applicable standards and requirements in the Annex, and shall take effective measures to ensure compliance by such ships.

2. Each Party shall, taking into account its particular circumstances and competencies, develop national policies, strategies or programmes for the management of ballast water in ports or waters under its

jurisdiction that are consistent with and contribute to the achievement of the objectives of this Convention.

Article 5

Sediment reception facilities

1. Each Party undertakes to ensure that adequate reception facilities for sediments are available in ports and terminals designated by that Party where cleaning or repair of ballast tanks is carried out, taking into account the guidelines developed by the Organisation. Such reception facilities shall be operated without undue delay to ships and shall provide for the safe disposal of such sediments in a manner which does not impair or harm their own or other States' environment, health, property or resources.
2. Each Party shall notify the Organisation of any alleged deficiencies in the facilities referred to in no. 1 for dissemination to other parties concerned.

Article 6

Scientific and technical research and monitoring

1. The Parties shall endeavour, either individually or jointly, to:
 - a) Promote and facilitate scientific and technical research on ballast water management; and
 - b) Monitor the effects of ballast water management in waters under their jurisdiction.Such research and monitoring should include observation, measurement, sampling, evaluation, and analysis of the effectiveness and adverse impacts of any technologies or methods, as well as any adverse impacts that may be caused by organisms and pathogens identified as being transmitted through ships' ballast water.
2. Each Party shall, in furtherance of the objectives of this Convention, support the availability of relevant information to other Parties that request it with respect to:
 - a) Scientific and technological programmes and technical measures undertaken in the management of ballast water; and
 - b) The effectiveness of ballast water management resulting from any monitoring and assessment programmes.

Article 7

Surveys and certification

1. Each Party shall ensure that ships flying its flag or operating under its authority, which are subject to survey and certification, are surveyed and certified in accordance with the rules set out in the Annex.
2. A Party implementing measures pursuant to Article 2(3) and section C of the Annex shall not require the ship of another Party to be additionally surveyed and certified, nor shall the Administration of the ship be required to survey and certify additional measures imposed by the other Party. The responsibility for verification of such additional measures shall rest with the Party implementing such measures and shall not cause undue delay to the ship.

Article 8

Violations

1. Any violation of the provisions of this Convention shall be prohibited and penalties shall be determined in accordance with the laws applicable to the Administration of the ship concerned wherever the violation occurs. If the Administration is informed of any such violation, it shall investigate the matter and may request the notifying party to provide further evidence of the alleged violation. If the Administration believes that sufficient additional evidence has been provided to allow legal action to be taken regarding the alleged violation, it shall ensure that such legal action is taken as soon as possible in accordance with the law. The

Administration shall promptly inform the notifying party, as well as the Organisation, of the action taken. If the Administration has not taken any action within one year of receiving the information, it shall inform the notifying party accordingly.

2. Any violation of this Convention within the jurisdiction of a Party shall be prohibited and sanctions shall be established in accordance with its laws. When such a violation occurs, the Party shall either:

- a) Ensure that legal action is taken in accordance with its laws; or
- b) Provide to the ship's Administration such information and evidence as may be in the possession of the Party which establishes that an offence has occurred.

3. The penalties provided by the laws of a Party under this Article shall be sufficiently severe to deter violations of this Convention wherever they occur.

Article 9

Inspection of ships

1. Any ship to which this Convention applies may be inspected in the port or offshore terminal of another Party by duly authorised officers of that Party for the purpose of determining whether the ship complies with this Convention. Except as provided for in subsection 2 of this Article, such inspection shall be limited to:

- a) Confirm the presence on board of a valid certificate which, if valid, shall be accepted; and
- b) Inspect the ballast water logbook; and/or
- c) Take a sample of the ship's ballast water in accordance with guidelines to be developed by the Organisation. However, the time required to analyse the samples shall not be used as a basis for unreasonably delaying the operation, movement or departure of the ship.

2. In the event that a ship does not have a valid certificate or where there are clear grounds for believing that

- a) The condition or equipment of the ship does not adequately correspond to the information contained in the certificate; or
- b) The master or the crew is not familiar with essential shipboard procedures for the management of ballast water or has not implemented such procedures, a more detailed inspection may be carried out.

3. In the circumstances specified in subsection 2 of this Article, the inspecting Party shall take measures to ensure that the ship does not discharge ballast water until the ship is able to do so without risk of harm to the environment, health, property or resources.

Article 10

Detection of violations and checking ships

1. The Parties shall collaborate in the detection of violations and in the enforcement of the provisions of this Convention.

2. If a ship is found to have violated the Convention, the Party whose flag the ship is entitled to fly and/or the Party in whose port or offshore terminal the ship is operating may, in addition to the sanctions described in Article 8 or any measure specified in Article 9, take measures to warn, detain or exclude the ship. However, the Party in whose port or offshore terminal the ship is operating may authorise such a ship to leave the port or offshore terminal for the purpose of discharging ballast water or proceeding to the nearest appropriate repair yard or to the nearest available reception facility, provided that this does not pose a risk of harm to the environment, health, property or resources.

3. If the sampling described in Article 9(1)(c) leads to a result or supports information received from another port or offshore terminal indicating that the ship poses a danger to the environment, health, property or resources, the Party in whose waters the ship is operating shall prohibit the ship from discharging ballast water until the danger is removed.

4. A Party may also inspect a ship when it arrives at ports or offshore terminals under its jurisdiction if a request for an investigation is received from a Party together with sufficient evidence that the ship is operating or has operated in violation of the provisions of the Convention. A report of such an investigation shall be sent to the requesting Party and to the competent authority of the Administration of the ship

concerned so that appropriate action can be taken.

Article 11

Notification of control measures

1. If an inspection carried out pursuant to Article 9 or 10 reveals that a violation of the Convention has occurred, the ship shall be notified thereof. A report with any evidence of the violation shall be forwarded to the Administration.
2. In the event of measures being taken under Article 9(3)(10), 2 or 10, 3, the officer carrying out such measure shall immediately inform in writing the Administration of the ship concerned or, if this is not possible, the consul or diplomatic representative of the ship concerned of all the circumstances in which the measure is considered necessary. In addition, the recognised organisation responsible for issuing certificates shall be informed.
3. The port State authority concerned shall, in addition to the parties referred to in subsection 2, inform the next port of call of all relevant information concerning the infringement if it is unable to take the measures referred to in Article 9(3) 10(2) or 10(3) of this Directive, or if the ship has been authorised to proceed to the next port of call.

Article 12

Undue delay of ships

1. All possible measures shall be taken to prevent the ship from being unduly detained or delayed under Articles 7(2), 8, 9 or 10.
2. If a ship is unduly detained or delayed under Articles 7(2), 8, 9 or 10, it shall be entitled to compensation for any loss or damage suffered.

Article 13

Technical assistance, collaboration and regional collaboration

1. The Parties undertake to provide support, directly or through the Organisation and other international bodies, as appropriate, in the control and management of ships' ballast water and sediments to Parties requesting technical assistance:
 - a) For the training personnel,
 - b) Ensuring the availability of relevant technology, equipment and systems,
 - c) For the implementation of joint research and development programmes; and
 - d) Other measures for the effective implementation of the Convention and related guidance developed by the Organisation.
2. The Parties undertake to collaborate actively, subject to national laws, regulations and policies, in the transfer of technology relating to the control and management of ships' ballast water and sediments.
3. In furtherance of the objectives of the Convention, Parties with a common interest in protecting the environment, health, property and resources in a particular geographical area, and especially Parties bordering enclosed and semi-enclosed waters, shall endeavour, taking into account regional specificities, to strengthen regional collaboration, including through entering into regional agreements consistent with the Convention. The Parties shall seek to collaborate with parties to regional agreements in the development of harmonised procedures.

Article 14

Dissemination of information

1. Each Party shall inform the Organisation of and, where appropriate, make available to other Parties the following information:
 - a) All ballast water management requirements and procedures, including laws, regulations and guidelines implementing the Convention,
 - b) The availability and location of all reception facilities for the environmentally sound disposal of ballast water and sediments; and
 - c) Information requirements for ships that are unable to comply with the provisions of the Convention for the reasons set out in regulations A-3 and B-4 of the Annex.
2. The Organisation shall inform the Parties of all notifications received under this Article and shall circulate to all Parties any information communicated to it under subsection 1(b) and (c) of this Article.

Article 15

Settlement of disputes

The Parties shall settle any dispute that may arise between them concerning the interpretation or application of the Convention by negotiation, enquiry, mediation, conciliation, arbitration, adjudication, recourse to regional bodies or arrangements or other peaceful means of their choice.

Article 16

Relationship to international law and other agreements

Nothing in the Convention shall affect the rights and obligations of a State under general international law as reflected in the United Nations Convention on the Law of the Sea.

Article 17

Signature, ratification, acceptance, approval and accession

1. This Convention shall be open for signature by all States at the Headquarters of the Organisation from 1 June 2004 until 31 May 2005, and shall thereafter be open for accession by all States.
2. States may accede to this Convention through:
 - a) Signature without reservation as to ratification, acceptance or approval
 - b) Signature subject to ratification, acceptance or approval followed by ratification, acceptance or approval
 - c) Accession.
3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General.
4. A State which has two or more territorial units in which different systems of law are applicable in relation to matters dealt with in this Convention may, at the time of signature, ratification, acceptance, approval or accession, declare that this Convention shall extend to all its territorial units or only to one or more of them and may modify this declaration by submitting another declaration at any time.
5. Any such declaration shall be notified in writing to the depositary and shall state expressly the territorial unit or units to which this Convention applies.

Article 18

Entry into force

1. This Convention shall enter into force 12 months after the date on which at least 30 States whose

combined merchant shipping constitutes not less than 35 (thirty-five) per cent of the gross tonnage of the world merchant shipping fleet have either signed it without reservation as to ratification, acceptance, or approval or have deposited the necessary instrument of ratification, acceptance, approval, or accession in accordance with Article 17.

2. For States which have deposited an instrument of ratification, acceptance, approval or accession under this Convention after the requirements for entry into force have been met but before the date of entry into force of this Convention, the ratification, acceptance, approval or accession shall enter into force on the date of entry into force of this Convention or 3 (three) months after the date of deposit of the instrument, whichever is later.

3. Any instrument of ratification, acceptance, approval or accession deposited after the date on which the Convention enters into force shall take effect 3 (three) months after the date of deposit.

4. After the date on which an amendment to the Convention is deemed to have been accepted in accordance with Article 19, any instrument of ratification, acceptance, approval or accession shall apply to the Convention as amended.

Article 19

Amendments

1. This Convention may be amended in accordance with any of the following procedures.

2. Amendments after consideration by the Organisation:

a) Any party may propose an amendment of the Convention. Proposed amendments shall be submitted to the Secretary-General, who shall thereupon circulate the proposal to the Parties, as well as to the Members of the Organisation at least six (6) months before it is to be considered.

b) Any proposed and forwarded amendment referred to above shall be referred to the Committee for consideration. Parties, whether members of the Organisation or not, shall be entitled to participate in the consideration and adoption of the amendment by the Committee.

c) Amendments shall be adopted by a 2/3 (two-thirds) majority of the Parties present and voting in the Committee, provided that at least 1/3 (one-third) of the Parties are present for the vote.

d) Amendments adopted under point c shall be forwarded by the Secretary-General to the Parties for acceptance.

e) An amendment shall be deemed to be accepted in the following cases:

i. An amendment to an Article of this Convention shall be deemed to have been accepted on the date on which two-thirds (2/3) of the Parties have informed the Secretary-General of their acceptance thereof.

ii. An amendment to the Annex shall be deemed to have been accepted after the expiry of twelve (12) months from the date of its adoption or after another date determined by the Committee. However, if at that time more than one-third (1/3) of the Parties notify the Secretary-General that they object to the amendment, the amendment shall be deemed not to have been accepted.

f) An amendment shall enter into force as follows:

i. An amendment to an Article of this Convention shall enter into force for those Parties which have declared that they have accepted it six (6) months after the date on which it is deemed to have been accepted in accordance with point (e)(i).

ii. An amendment to the Annex shall enter into force for all Parties 6 (six) months after the date on which it is deemed to have been accepted, except for any Party that has:

I) Notified an objection to the amendment in accordance with point (e)(ii) and has not withdrawn such objection; or

II) Notified the Secretary-General before the entry into force of the amendment that the amendment shall not enter into force for the party until after a subsequent notification of acceptance of the amendment.

g) A party that has notified an objection under point (f)(ii)(I) may subsequently notify the Secretary-General that it accepts the amendment. Such an amendment shall enter into force for the Party six (6) months after the date of notification of acceptance or the date on which the amendment enters into force, whichever is later.

h) If a Party, which has given notification in accordance with point (f)(ii)(II), notifies the Secretary-General

of its acceptance in relation to an amendment, such an amendment shall enter into force for that Party 6 (six) months after the date of notification of acceptance or the date on which the amendment enters into force, whichever is later.

3. Amendment by a Conference:

- a) At the request of a Party, supported by at least one-third (1/3) of the Parties, the Organisation shall convene a Conference of the Parties to consider amendments to this Convention.
- b) An amendment adopted by such a Conference by a majority of at least two-thirds (2/3) of the Parties present and voting shall be forwarded by the Secretary-General to all Parties for acceptance.
- c) Unless the Conference decides otherwise, the amendment shall be deemed to be accepted and shall enter into force in accordance with the procedures specified for this purpose in point 2(e) and (f) above.

4. Any Party that refuses to accept an amendment of the Annex shall be deemed to be a non-Contracting Party for the sole purpose of applying that amendment.

5. Any notification under this Article shall be made in writing to the Secretary-General.

6. The Secretary-General shall inform the Parties and the Members of the Organisation of:

- a) Any amendment which enters into force and the date of entry into force generally and for each Party; and
- b) Any notification made under this Article.

Article 20

Denunciation

1. This Convention may be denounced by any Party at any time after the expiration of two years from the date on which the Convention enters into force for that Party.

2. Denunciation shall be effected by written notification to the depositary and shall take effect one year after its receipt or after such longer period as may be specified in such notification.

Article 21

Depositary

1. This Convention shall be deposited with the Secretary-General, who shall transmit certified copies thereof to all States which have signed or acceded to this Convention.

2. In addition to the functions described elsewhere in the Convention, the Secretary-General shall: notify all States that have signed or acceded to the Convention of:

i. Each new signature or deposit of an instrument of ratification, acceptance, approval or accession, indicating the date thereof,

ii. The date of entry into force of this Convention; and

iii. The deposit of any instrument of denunciation of the Convention, specifying the date of receipt and the date of entry into force of the denunciation; and

b) As soon as this Convention enters into force, transmit the text to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

Article 22

Language

This Convention is drawn up in a single copy in the Arabic, Chinese, English, French, Russian and Spanish languages, each text being equally authentic.

Done in London, on 13th February 2004.

In witness whereof, the undersigned, being duly authorised thereto by their respective Governments, have signed this Convention.

**RULES FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND
SEDIMENTS**

SECTION A - GENERAL PROVISIONS

Regulation A-1

Definitions

In this annex:

1. Anniversary: the day and month of each year corresponding to the expiry date of the certificate.
2. Ballast water capacity means the total volume in cubic metres of tanks, spaces or compartments on ships used for carrying, filling or discharging ballast water, including tanks, spaces or compartments which can be used in more than one way and are designed to carry ballast water.
3. Company means the owner of the ship or any other organisation or person, such as the operator or bareboat charterer, who has assumed the responsibility for the operation of the ship from the owner of the ship and who has agreed to assume all the duties and responsibilities imposed by the International Safety Management Code.
4. Built: Shall mean, in respect of a ship, a stage of construction where:
 - 1) The keel is laid; or
 2. A construction project that can be identified with a specific ship is started, or
 3. Assembly of the ship has commenced, comprising at least 50 tonnes or 1 per cent of the estimated total hull weight, whichever is less, or
 4. The ship is undergoing a major refit.
5. Major refit: A refit of a ship:
 1. Which alters its ability to carry ballast water by 15 per cent or more; or
 2. Which alters the type of ship; or
 3. Which, in the opinion of the Administration, is designed to extend the life of the ship by 10 years or more;or
 4. Which involves changes to the ballast water system other than component replacement. The conversion of a ship to comply with the provisions of regulation D-1 shall not be considered for the purpose of this Annex to constitute a major conversion.
6. From the nearest coast: The baseline from which the territorial sea of the territory concerned is determined in accordance with international law, with the addition that "from the nearest coast" means off the north-east coast of Australia means from a line drawn from the point 11 south latitude, 142 08' east longitude to the point 10 35' south latitude, 141 55' east longitude, thence to the point 10 00' south latitude, 142 00' east longitude, thence to the point 9 10' south latitude, 143 52' east longitude, thence to the point 9 00' south latitude, 144 30' east longitude, thence to point 10 41' south latitude, 145 00' east longitude, thence to the point 13 00' south latitude, 145 00' east longitude, thence to the point 15 00' south latitude, 146 00' east longitude, thence to the point 17 30' south latitude, 147 00' east longitude, thence to the point 21 00' south latitude, 152 55' east longitude, thence to the point 24 30' south latitude, 154 00' east longitude, thence to the point 24 42' south latitude, 153 15' east longitude on the coast of Australia.
7. Active substance: A substance or organism, including a virus or a fungus, that generally or specifically affects or acts against harmful aquatic organisms and pathogens.
8. BWMS Code means the Code for the Approval of Ballast Water Management Systems adopted by

resolution MEPC 300(72), as may be amended by the Organisation, provided that such amendments have been adopted and given effect in accordance with the provisions of Article 19 of this Convention on amendment procedures applicable to the Annex.

(M) Regulation A-2

General application

Unless otherwise expressly provided, the discharge of ballast water shall be accomplished only by the management of ballast water in accordance with the provisions of this Annex.

(M) Regulation A-3

Exceptions

The requirements of regulation B-3 or other provisions adopted by a Party in accordance with Article 2.3 and section C shall not apply to

1. Taking on or discharging ballast water and sediments necessary to ensure the safety of a ship in emergency situations or to save human life; or
2. Accidental discharge or influx of ballast water and sediments resulting from damage to the ship or its equipment,
 1. If all reasonable precautions have been taken before and after the occurrence of the damage, or before and after the damage or discharge is discovered, to prevent or minimise the discharge; and
 2. Unless the owner, the company or the officer in charge has wilfully or negligently caused the damage; or
3. Taking on and discharging ballast water and sediments for the purpose of preventing or minimising pollution from the ship; or
4. Taking on and subsequently discharging the same ballast water and sediments into the open sea, or
5. The discharge of ballast water and sediments from a ship at the same location where all ballast water and sediments originate, provided that no mixing with untreated ballast water and sediments from other areas has occurred. If mixing has occurred, the ballast water from other areas shall be treated in accordance with this Annex.

(M) Regulation A-4

Exemption

1. One or more Parties may, in waters under their jurisdiction, waive any requirement for the application of regulation B-3 or C-1 in addition to the exemptions contained elsewhere in the Convention, but only if the exemption:
 1. Is granted to a ship or ships engaged in trade between specific ports or places or to a ship engaged exclusively between specific ports or places,
 2. Is valid for a period of not more than five years and can be evaluated during this period,
 3. Is granted to ships which do not mix ballast water or sediments other than between ports or places listed in subsection 1.1; and
 4. Be notified on the basis of the risk assessment guidelines developed by the Organisation.
2. Exemptions granted under subsection 1 shall not be valid until the Organisation has been notified and the relevant information has been communicated to the parties.
3. Any exemption granted under this regulation must not impair or harm the environment, health, property, or resources of adjacent or other states. The Party shall consult with States that it considers may be adversely affected with a view to finding a solution to any problems identified.
4. Any exemption granted under this regulation shall be recorded in the ballast water logbook.

Regulation A-5

Equivalent requirements

The establishment of requirements equivalent to this Annex may be adopted by the Administration, taking into account the guidelines developed by the Organisation, for recreational craft used exclusively for recreational or competitive purposes or for craft used primarily for search and rescue with a maximum length of 50 metres overall and a ballast water capacity not exceeding 8 cubic metres.

SECTION B - MANAGEMENT AND CONTROL REQUIREMENTS FOR SHIPS

Regulation B-1

Ballast water management plan

All ships shall have an on-board ballast water management plan and implement this plan. The plan shall be approved by the Administration taking into account the guidelines developed by the Organisation. The ballast water management plan must be specific to each ship and must at least:

1. Include detailed safety procedures for the ship and the crew for the management of ballast water as required by this Convention,
2. Detail the actions to be taken to implement the ballast water management requirements and additional ballast water management practices, as required by this Convention,
3. Include detailed procedures for the disposal of sediments:
 1. At sea; and
 2. On land,
4. Include procedures for coordinating the management of ballast water on board, which results in discharge at sea, with the authorities of the State in whose waters such discharge will take place,
5. Designate the officer on board to ensure that the plan is properly implemented,
6. Contain information requirements for ships under the Convention; and
7. The training manual must be written in the ship's working language. If a language other than English, French or Spanish is used, a translation into one of these languages must also be provided.

Regulation B-2

Ballast water logbook

1. Every ship shall carry on board a ballast water logbook, which may be an electronic record system or which may be integrated with another logbook or system, and which shall contain at least the information specified in Annex II.
2. Entries in the ballast water logbook shall be kept on board the ship for at least 2 (two) years after the last entry and thereafter under the control of the company for at least 3 (three) years.
3. In the event of a discharge of ballast water in accordance with regulations A-3, A-4 or B-3.6 or any other accidental or unusual discharge of ballast water not exempted elsewhere in the Convention, an entry shall be made in the ballast water logbook describing the circumstances and cause of such discharge.
4. The ballast water logbook shall be kept readily available for inspection at all reasonable times and, in the case of an unmanned ship being towed, may be kept on the ship being towed.
5. Any work activity involving ballast water shall be entered in the ballast water logbook without undue delay. All entries shall be signed by the officer in charge and each completed page shall be signed by the master. Entries in the ballast water logbook shall be made in the working language of the ship. If the language is not English, French or Spanish, the entries must be translated into one of these languages. If the entries are also made in an official national language of the country whose flag the ship is entitled to fly, these shall prevail in case of dispute or inconsistency.
6. Officers duly authorised by a Party may inspect the ballast water logbook on board any ship to which this regulation applies while the ship is in the port or offshore terminal of the Party and may take a copy of any entry and require the master to certify the accuracy of the copy. Any copy so certified shall be admissible in legal proceedings as evidence of the facts stated in the entry. Inspection of the ballast water logbook and obtaining a certified copy shall be done as soon as possible without causing undue delay to the ship.

(M/S) Regulation B-3

Management of ships' ballast water

1. All ships built before 2009:
 1. With a ballast water capacity of 1500 to 5000 cubic metres (both inclusive), shall manage ballast water in a manner which at least meets the standard specified in regulation D-1 or regulation D-2 until the renewal survey referred to in subsection 10 and thereafter shall at least meet the standard specified in regulation D-2,
 2. With a ballast water capacity of less than 1500 or more than 5000 cubic metres, shall manage ballast water in a manner which at least meets the standard specified in regulation D-1 or regulation D-2 until the renewal survey referred to in subsection 10 and thereafter shall at least meet the standard specified in regulation D-2.
2. All ships constructed in 2009 or later and before 8 September 2017 with a ballast water capacity of less than 5000 cubic metres shall carry out ballast water management in a manner which at least meets the

standard specified in regulation D-2 from the date of the renewal survey referred to in subsection 10.

3. All ships constructed in 2009 or later but before 2012 with a ballast water capacity of 5000 cubic metres or more shall carry out ballast water management in accordance with subsection 1.2.

4. All ships constructed on or after 2012 and before 8 September 2017 with a ballast water capacity of 5000 cubic metres or more shall carry out ballast water management in a manner which at least meets the standard specified in regulation D-2 from the date of the renewal survey referred to in subsection 10.

5. All ships constructed on or after 8 September 2017 shall implement ballast water management in a manner that at least meets the standard specified in regulation D-2.

6. The requirements of this regulation do not apply to ships discharging ballast water to a reception facility constructed in accordance with the guidelines for such facilities developed by the Organisation.

7. Other methods of ballast water management may also be accepted as alternatives to the requirements of subsections 1 to 5 and 8, provided that they ensure at least the same level of protection of the environment, health, property or resources and are approved in principle by the Committee.

8. All ships constructed before 8 September 2017, which are not subject to the renewal survey referred to in subsection 10, shall carry out ballast water management in a manner which at least meets the standard specified in regulation D-2 from a date to be determined by the Administration but not later than 8 September 2024.

9. All ships to which subsection 2, 4 or 8 apply shall comply with either regulation D-1 or regulation D-2 until such time as they are required to comply with regulation D-2.

10. Regardless of regulation E-1.1.2, the renewal survey referred to in subsections 1.1, 1.2, 2 and 4 is:

1. The first renewal survey, as determined by the Committee, on or after 8 September 2017, if:

i. This survey is completed on or after 8 September 2019; or

ii. A renewal survey is completed on or after 8 September 2014 but before 8 September 2017; and

2. The second renewal survey, as decided by the Committee, on or after 8 September 2017, if the first renewal survey on or after 8 September 2017 is completed before 8 September 2019, provided that the conditions in subsection 10.1.2 are not met.

Regulation B-4

Ballast water exchange

1. Every ship which exchanges ballast water to comply with the standard in regulation D-1 shall:

1. Where practicable, exchange ballast water at least 200 nautical miles from the nearest coast and in water at least 200 metres deep, taking into account the guidelines developed by the Organisation,

2. In cases where the ship is unable to carry out ballast water exchange in accordance with subsection 1.1, carry out such ballast water exchange taking into account the guidelines in subsection 1.1 and as far from the nearest coast as possible and in any case at least 50 nautical miles from the nearest coast and in water at least 200 metres deep.

2. In sea areas where the distance from the nearest coast or the depth does not meet the parameters referred to in subsection 1.1 or 1.2, the port State may designate areas, possibly in consultation with neighbouring or other States, where a ship may carry out ballast water exchange taking into account the guidelines in subsection 1.1.

3. A ship shall not be required to deviate from the planned voyage or delay that voyage in order to comply with a special requirement in subsection 1.

4. A ship exchanging ballast water shall not be required to comply with subsection 1 or 2 if the master reasonably determines that the exchange would jeopardise the safety or stability of the ship, crew or passengers due to adverse weather, ship design, equipment failure or other extraordinary circumstances.

5. When a ship is required to exchange ballast water and fails to do so in accordance with this regulation, the reasons shall be recorded in the ballast water logbook.

Regulation B-5

Management of ship sediments

1. All ships shall remove and dispose of sediments from ballast water spaces in accordance with the provisions of the ship's ballast water management plan.

2. Ships referred to in regulations B-3.3 to B-3.5 should, without compromising safety or operational

efficiency, be designed and constructed to minimise the introduction and unwanted accumulation of sediments, to facilitate the removal of sediments and to provide safe access for the removal and sampling of sediments taking into account the guidelines developed by the Organisation. Ships referred to in regulation B-3.1 should, as far as practicable, comply with this provision.

Regulation B-6

Duties of officers and crew

Officers and ratings shall be familiar with their duties related to the treatment of ballast water on the ship on which they serve and shall be familiar with the ship's ballast water management plan in relation to their duties.

SECTION C - SPECIAL REQUIREMENTS IN CERTAIN AREAS

Regulation C-1

Additional requirements

1. If a Party, alone or jointly with other Parties, considers that requirements additional to those referred to in section B are necessary to prevent, reduce, or eliminate the transfer of harmful aquatic organisms and pathogens through ships' ballast water and sediments, it or they may, in accordance with international law, require ships to meet a separate standard or requirement.
2. Before a Party or Parties establish standards or requirements pursuant to subsection 1, the Party or Parties should consult with neighbouring or other States that may be affected by such standards or requirements.
3. A Party or Parties intending to introduce additional requirements under subsection 1 shall:
 1. Take into account the guidelines developed by the Organisation;
 2. Notify the Organisation of its intention to establish additional requirements at least six (6) months in advance of the planned date of implementation of the requirements, except in emergency and epidemic situations. The notification must include:
 1. The exact coordinates of where the additional requirements apply,
 2. The need and justification for the application of the additional requirements, including any benefits,
 3. A description of the additional requirement or requirements; and
 4. Any arrangements established to enable ships to comply with the additional requirement or requirements.
 3. To the extent required by general international law, as embodied in the United Nations Convention on the Law of the Sea, obtain, where appropriate, the approval of the Organisation.
 4. When introducing such additional requirements, a Party or Parties shall endeavour to provide all appropriate services, which may include, but are not limited to, notifying seafarers of areas and available and alternative routes or ports, as far as practicable, to ease the burden on the ship.
 5. Additional requirements adopted by a Party or Parties shall not jeopardise the safety of the ship and shall in no case conflict with other Conventions with which the ship must comply.
 6. A Party or Parties adopting additional requirements may waive such requirements for such period or in such special circumstances as they consider appropriate.

Regulation C-2

Warnings about taking on ballast water in certain areas and related actions by flag States

1. A Party shall endeavour to notify seafarers of areas under its jurisdiction where ships should not take on ballast water due to known conditions. The Party shall include in such notifications the exact coordinates of the area or areas and, if possible, the position of any alternative area or areas for taking on ballast water. Warnings can be given for areas:
 1. Where outbreaks, infestations or populations of harmful aquatic organisms and pathogens (e.g. toxic algal growth) are known to occur and are likely to be relevant to taking on or discharging ballast water,
 2. Near sewer outflows; or
 3. Where tidal exchange is poor or during periods when a tidal current is known to be more turbid.
2. In addition to notifying seafarers of areas in accordance with the provisions of subsection 1, a Party shall notify the Organisation and any coastal States concerned of the areas referred to in subsection 1 and of the probable duration of a warning. The notification to the Organisation and any coastal States concerned shall include the exact coordinates of the area or areas and, if possible, the position of any alternative area or areas for taking on ballast water. The notification must include advice for ships that need to take on ballast water in the area and describe alternative arrangements. The Party shall also notify seafarers, the Organisation, and

any coastal States concerned when a given warning no longer applies.

Regulation C-3

Dissemination of information

The Organisation must appropriately provide information that is communicated in accordance with regulations C-1 and C-2.

SECTION D - BALLAST WATER MANAGEMENT STANDARDS

(M) Regulation D-1

Standard for ballast water exchange

1. Ships exchanging ballast water in accordance with this regulation shall do so with an efficiency of at least 95 per cent of the ballast water volume.
2. For ships exchanging ballast water by the through-pumping method, pumping through three times the volume of each ballast water tank shall be considered sufficient to meet the standard specified in subsection 1. Re-pumping of less than three times the volume may be approved if the ship can demonstrate that at least 95 per cent of the volume has been exchanged.

M) Regulation D-2

Standard for ballast water management

1. Ships which treat ballast water in accordance with this regulation shall discharge fewer than 10 viable organisms per cubic metre greater than or equal to 50 micrometres in minimum size and fewer than 10 viable organisms per millilitre less than 50 micrometres in minimum size and greater than or equal to 10 micrometres in minimum size and the discharge of indicator microbes shall not exceed the concentrations set out in subsection 2.
2. Indicator microbes as human health standards shall include
 1. Toxigenic *Vibrio cholerae* (O1 and O139) with less than 1 colony-forming unit (cfu) per 100 millilitres or less than 1 cfu per 1 gram (wet weight) of zooplankton samples,
 2. *Escherichia coli* with less than 250 cfu per 100 millilitres,
 3. Intestinal enterococci with less than 100 cfu per 100 millilitres.

Regulation D-3

Requirements for the approval of ballast water management systems

1. Subject to subsection 2, ballast water management plants used to comply with this Convention shall be approved by the Administration as follows:
 1. Ballast water management plants installed on or after 28 October 2020 shall be approved in accordance with the BWMS Code, as may be amended; and
 2. Ballast water management plants installed before 28 October 2020 shall be approved taking into account the guidelines developed by the Organisation or the BWMS Code, as may be amended.
2. Ballast water management systems using active substances or preparations containing one or more active substances to comply with this Convention shall be approved by the Organisation based on a procedure developed by the Organisation. This procedure shall describe the approval and withdrawal of approval of active substances and the manner in which they may be used. In case of revocation of approval, the use of the active substance(s) concerned shall be prohibited within one year from the date of revocation.
3. Ballast water management systems used for compliance with this Convention shall be safe for the ship, its equipment and its crew.

M) Regulation D-4

Prototype ballast water management technologies

1. For any ship which, prior to the date on which the standard in regulation D-2 would apply to the ship, is participating in a programme approved by the Administration to test and evaluate promising ballast water management technologies, the standard in regulation D-2 shall not apply until 5 (five) years after the date on which the ship would otherwise be required to comply with the standard.

2. For all ships which, after the date on which the standard in regulation D-2 has become applicable to the ship, participate in a programme approved by the Administration in accordance with the guidelines developed by the Organisation to test and evaluate promising ballast water management technologies, which may lead to management technologies of a higher standard than the standard in regulation D-2, the standard in regulation D-2 shall no longer apply for a period of five (5) years from the date on which that technology was installed.
3. In establishing and implementing any programme for the testing and evaluation of promising ballast water management technologies, the Parties shall:
 1. Take into account the guidelines developed by the Organisation; and
 2. Not allow more ships to participate than necessary to test the technologies in an effective manner.
4. Throughout the testing and evaluation period, the management system shall be operated consistently and as designed.

M) Regulation D-5

Evaluation of the standards by the Organisation

1. The Committee shall, at a meeting held no later than three years prior to the earliest effective date of the standard set out in regulation D-2, conduct an evaluation that, among other things, determines the availability of appropriate technologies to achieve the standard, assesses the criteria set out in subsection 2, and assesses the socio-economic impacts, particularly in relation to the development needs of developing countries, especially small island developing States. The Committee shall also, where appropriate, undertake periodic evaluations to review the applicable requirements for ships referred to in regulation B-3.1 and any other aspect of ballast water management in this Annex, including guidelines developed by the Organisation.
2. Such evaluations of appropriate technologies shall also take into account:
 1. The safety of the ship and its crew,
 2. Environmental acceptability, i.e. that they do not create more or greater environmental impacts than they prevent,
 3. Applicability, i.e. whether they are compatible with the design and operation of the ship,
 4. Cost-effectiveness, i.e. economy, and
 5. Biological effectiveness in terms of removal or other neutralisation of aquatic organisms and pathogens in ballast water.
3. The Committee may set up one or more groups to carry out the evaluation(s) referred to in subsection 1. The Committee shall decide on the composition, terms of reference and specific issues to be discussed by each group established. The groups may prepare and propose amendments to this Annex for consideration by the Parties. Only the Parties may participate in the formulation of recommendations and amendments decided by the Committee.
4. If the Parties, based on the evaluations referred to in this regulation, decide to adopt amendments of this Annex, these amendments shall be adopted and enter into force in accordance with the procedures established in Article 19 of the Convention.

SECTION E - SURVEY AND CERTIFICATION REQUIREMENTS FOR BALLAST WATER MANAGEMENT

Regulation E-1

Survey

- 1.1. Ships of 400 gross tonnage and above to which this Convention applies, other than floating platforms, floating storage units (FSUs) and floating production storage and offloading units (FPSOs), shall be subject to surveys as specified below:
 1. A first survey before the ship is put into service or before the certificate required by regulation E-2 or E-3 is first issued. This survey shall verify that the ballast water management plan required by regulation B-1 and associated design, equipment, systems, accessories, devices and materials or processes fully comply with the requirements of this Convention. This survey shall confirm that a commissioning test has been carried out to validate the installation of any ballast water management system to demonstrate that its mechanical, physical, chemical and biological processes are functioning properly, taking into account the guidelines

developed by the Organisation.¹⁾

2. A renewal survey at intervals determined by the Administration but not exceeding 5 (five) years, except where regulations E-5.2, E-5.5, E-5.6 or E-5.7 apply. This survey shall verify that the ballast water management plan required by regulation B-1 and associated design, equipment, systems, accessories, devices and materials or processes fully comply with the relevant requirements of this Convention.

3. An intermediate survey within 3 (three) months before or after the second anniversary or within 3 (three) months before or after the third anniversary of the certificate, which shall replace one of the annual surveys referred to in subsection 1.4. Intermediate surveys shall ensure that the equipment and associated ballast water management systems and processes fully comply with the relevant requirements of this annex and are in good working order. Endorsement of such intermediate surveys shall be made on certificates issued in accordance with regulation E-2 or E-3.

4. An annual survey within three (3) months before or after each anniversary date including a general inspection of the structure, equipment, systems, accessories, devices and material or processes associated with the ballast water management plan required by regulation B-1 to ensure that they are maintained in accordance with subsection 9 and remain satisfactory for the service for which the ship is intended. Endorsement of such annual surveys shall be made on certificates issued in accordance with regulation E-2 or E-3.

5. Additional surveys, either general or partial as appropriate, shall be carried out after any alteration, replacement or substantial repair of structure, equipment, systems, accessories, devices and materials required to comply fully with this Convention. The survey shall be such as to ensure that any such alteration, replacement or substantial repair has been effectively carried out so that the ship complies with the requirements of this Convention. This survey shall confirm that a commissioning test has been carried out to validate the installation of any ballast water management system to demonstrate that its mechanical, physical, chemical and biological processes are functioning correctly, taking into account the guidelines developed by the Organisation.²⁾

2. The Administration shall establish appropriate measures for ships not covered by the provisions of subsection 1 to ensure compliance with the applicable provisions of this Convention.

3. Surveys of ships for the enforcement of the provisions of this Convention shall be carried out by officers of the Administration. However, the Administration may entrust the surveys either to surveyors appointed for the purpose or to organisations approved by it.

4. An Administration which appoints surveyors or approves organisations to carry out the surveys referred to in subsection 3 shall at least authorise such appointed surveyors or approved organisations to:

1. Require that a ship they survey complies with the provisions of this Convention; and
2. Carry out surveys and inspections when requested to do so by the appropriate authorities of a port State Party to the Convention.

5. The Administration shall inform the Organisation of the specific obligations and conditions of the authority delegated to the nominated surveyors or recognised organisations for sending to the Parties for the information of their officials.

6. If the Administration, a nominated surveyor or a recognised organisation determines that the ship's ballast water management system does not comply with the specifications of the certificate required by regulation E-2 or E-3 or is such that the ship is not fit to sail without risk of harm to the environment, health, property or resources, the inspector or the organisation shall immediately ensure that corrective action is taken to bring the ship into compliance. An inspector or organisation must be notified immediately and must ensure that the certificate is not issued or, where appropriate, revoked. If the ship is in a port of another Party, the relevant authorities of the port State must be notified immediately. When an Administration official, a nominated surveyor or an approved organisation has notified the relevant port State authorities, the government of the port State concerned shall give the official, inspector or organisation all necessary assistance to enable them to carry out their duties under this regulation, including any action referred to in Article 9.

7. If a ship suffers an accident or a defect is discovered which significantly affects the ship's ability to manage ballast water in accordance with this Convention, the owner, operator or other person responsible for the ship shall, at the earliest opportunity, notify the Administration, recognised organisation or nominated surveyor responsible for issuing the relevant certificate who shall ensure that investigations are initiated to

determine whether a survey in accordance with subsection 1 is required. If the ship is in a port of another Party, the owner, operator or other person in charge shall also immediately notify the appropriate authorities of the port State, and the designated surveyor or recognised organisation shall ensure that such notification has taken place.

8. In all cases, the Administration concerned must fully guarantee the completeness and effectiveness of the survey and must undertake to ensure the implementation of measures necessary to fulfil this obligation.

9. The condition of the ship and its equipment, systems and processes shall be maintained in accordance with the provisions of this Convention to ensure that the ship will in all respects be capable of operation without risk of harm to the environment, health, property or resources.

10. After a survey of the ship in accordance with subsection 1 has been completed, no change in the construction, equipment, accessories, devices or materials associated with the ballast water management plan required by regulation B-1 and covered by the survey shall be made without the approval of the Administration except for the mere replacement of such equipment or accessories.

Regulation E-2

Issuing or endorsing certificate

1. The Administration shall ensure that a certificate is issued to every ship to which regulation E-1 applies upon successful completion of a survey in accordance with regulation E-1. A certificate issued on behalf of a Party shall be accepted by the other Parties and shall, for all purposes of the Convention, be deemed to have the same effect as a certificate issued by them.

2. 2. Certificates shall be issued or endorsed either by the Administration or by a person or organisation duly authorised by it. In all cases, the Administration assumes full responsibility for the certificate.

Regulation E-3

Issue or endorsement of a certificate by another party

1. At the request of the Administration, another Party may prompt a ship to be surveyed and, if it is satisfied that the provisions of this Convention have been complied with, shall issue or authorise issuing a certificate to the ship and, where appropriate, endorse or authorise the endorsement of that certificate on the ship in accordance with this Annex.

2. A copy of the certificate and a copy of the survey report must be sent to the requesting Administration without delay.

3. A certificate so issued shall contain a statement that it has been issued at the request of the Administration and shall have the same validity and be recognised in the same manner as a certificate issued by the Administration.

4. No certificate shall be issued to ships entitled to fly the flag of a non-Convention Party.

Regulation E-4

The design of the certificate

The certificate shall be issued in an official language of the issuing Party in accordance with the format set out in Appendix I. If the language used is not English, French or Spanish, the text shall include a translation into one of these languages.

Regulation E-5

Duration and validity of the certificate

1. A certificate shall be issued for a period determined by the Administration, which shall not exceed 5 (five) years.

2. In the case of a renewal survey:

1. If the renewal survey is completed within 3 (three) months before the expiry date of the existing certificate, the new certificate shall, regardless of the requirements of subsection 1, be valid from the date of completion of the renewal survey to a date not later than 5 (five) years after the expiry date of the existing certificate.

2. If the renewal survey is conducted after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not later than 5 (five) years after the

expiry date of the existing certificate.

3. If the renewal survey is completed more than 3 (three) months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not later than 5 (five) years after the expiry date of the existing certificate.

3. Where a certificate has been issued for a period of less than 5 (five) years, the Administration may extend the validity of the certificate beyond the expiry date to the maximum period specified in subsection 1, provided that the survey specified in regulation E-1.1.3 applicable when a certificate is issued for a period of 5 (five) years are appropriately implemented.

4. If a renewal survey has been carried out and a new certificate cannot be issued or placed on board the ship before the expiry date of the existing certificate, the person or organisation authorised by the Administration may endorse the existing certificate and such certificate shall be accepted as valid for a further period not exceeding 5 (five) months from the expiry date.

5. If, at the time of expiry of the certificate, a ship is not in port for the survey, the Administration may extend the period of validity of the certificate, but such extension shall be for the sole purpose of enabling the ship to complete its voyage to the port of survey and only in cases where it appears just and reasonable to do so. No certificate shall be extended for a period exceeding 3 (three) months, and a ship granted such an extension shall not, on arrival at the port where it is to be surveyed, be entitled to leave that port without a new certificate on the basis of such an extension. Upon completion of the renewal survey, the new certificate shall be valid until a date not later than 5 (five) years after the expiry date of the existing certificate, provided the extension was granted before the expiry date.

6. A certificate issued to a ship engaged on short voyages, which has not been extended under the foregoing provisions of this regulation, may be extended by the Administration for a period of up to one month from the expiry date indicated thereon. Upon completion of the renewal survey, the new certificate shall be valid until a date not later than 5 (five) years after the expiry date of the existing certificate, provided the extension was granted before the expiry date.

7. In special cases, as determined by the Administration, a new certificate does not need to be dated from the expiry date of the existing certificate, as required under subsection 2.2(5) or (6) of this regulation. In such exceptional circumstances, the new certificate shall be valid until a date not later than 5 (five) years after the completion date of the renewal survey.

8. If an annual or intermediate survey is completed before the period specified in regulation E-1,

1. The anniversary date shown on the certificate shall be changed by endorsement to a date not more than 3 (three) months later than the date on which the survey was conducted;

2. The subsequent annual or intermediate survey required by regulation E-1 shall be completed within the intervals specified in that regulation based on the new anniversary date;

3. The expiry date may remain unchanged if one or more annual or intermediate surveys are carried out so that the maximum intervals between surveys specified in regulation E-1 are not exceeded.

9. A certificate issued under regulation E-2 or E-3 shall cease to be valid,

1. If the ship is transferred to the flag of another State. A new certificate shall only be issued if the issuing Party is fully satisfied that the ship complies with the requirements of regulation E-1. In the case of transfer between Contracting Parties, the Party whose flag the ship was previously entitled to fly shall, if so requested within three months of the transfer, send the Administration copies of the certificates as soon as possible with which the ship was provided before the transfer and copies of relevant survey reports, if available;

2. If the relevant surveys have not been completed within the periods specified in regulation E-1.1; or

3. If the certificate is not endorsed in accordance with regulation E-1.1.

INTERNATIONAL BALLAST WATER MANAGEMENT CERTIFICATE

International ballast water management certificate

Issued under the provisions of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (hereinafter called 'the Convention') on the authority of the Government of

.....

(full name of the country)

By

(full name of the competent person or organisation authorised under the provisions of the Convention)

*Details of the
 ship1)*

The name of the
 ship

Identification number or letters

Registered port

Gross tonnage

IMO number

Construction date

Ballast water capacity (in cubic metres)

Details of the ballast water management method(s) used

Ballast water management
 method used

Installation date (if applicable)

Manufacturer name (if
 applicable)

The main method(s) of ballast water management on the ship are:

In accordance with regulation D-1

In accordance with regulation D-2 (describe).

The ship is governed by regulation D-4

Another method in accordance with the Convention.

IT IS HEREBY CONFIRMED:

1. That the ship has been surveyed in accordance with regulation E-1 of the Annex to the Convention; and
2. That the survey shows that the ballast water management on the ship complies with the Annex to the Convention.

This certificate is valid until

.....

provided that surveys are carried out in accordance with regulation E-1 of the Annex to the Convention.

Date of completion of the survey on which this certificate is based: dd/mm/yyyy

.....

Issued in

.....

(Place where the certificate is issued)

.....

.....

(Issue date)

Signature of the authorised official issuing the certificate)

(Seal or stamp of the authority)

1) Alternatively, the detailed description of the ship may be placed horizontally in boxes.

ANNUAL AND INTERMEDIATE SURVEY ENDORSEMENT

THIS IS TO CERTIFY that the survey set out in regulation E-1 of the Annex to the Convention was found to comply with the relevant provisions of the Convention.

Annual survey: Signature

.....

(signature of the duly authorised official)

Place

.....

Date

.....

(Seal or stamp of the authority)

Annual/intermediate
survey*):

Signature

.....

(signature of the duly authorised official)

Place

.....

Date
.....

(Seal or stamp of the authority)

Annual/intermediate
survey*):

Signature
.....

(signature of the duly authorised official)

Place
.....

Date
.....

(Seal or stamp of the authority)

Annual survey:

Signature
.....

(signature of the duly authorised official)

Place
.....

Date
.....

(Seal or stamp of the authority)

*) Delete as not applicable.

ANNUAL/INTERMEDIATE SURVEY IN ACCORDANCE WITH REGULATION E-5.8.3

THIS IS TO CERTIFY that at an annual/interim survey*), in accordance with regulation E-5.8.3 of the Annex to the Convention, the ship was found to fulfil the relevant provisions of the Convention.

Signature
.....

(signature of the duly authorised official)

Place
...

Date
..

(Seal or stamp of the authority)

ENDORSEMENT EXTENDING THE PERIOD OF VALIDITY OF THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE REGULATION E-5 APPLIES

The ship complies with the applicable provisions of this Convention and this certificate shall, in accordance with regulation E-5.3 of the Annex to the Convention, be accepted as valid until

Signature
.....

(signature of the duly authorised official)

Place
....

Date
...

(Seal or stamp of the authority)

*) Delete as not applicable

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN CARRIED OUT AND REGULATION E-5.4 APPLIES

The ship complies with the applicable provisions of this Convention and this certificate shall, in accordance with regulation E-5.4 of the Annex to the Convention, be accepted as valid until

Signature
(signature of the duly authorised official)

Place
....

Date
....

(Seal or stamp of the authority)

ENDORSEMENT EXTENDING THE PERIOD OF VALIDITY OF THE CERTIFICATE UNTIL THE SHIP ARRIVES AT THE PORT OF SURVEY OR DURING AN EXCEPTIONAL PERIOD WHEN REGULATION E-5.5 OR E-5.6 APPLIES

This certificate shall, in accordance with regulation E-5.5 or E-5.6*) of the Annex to the Convention, be accepted as valid until

Signature

(signature of the duly authorised official)

Place

....

Date

....

(Seal or stamp of the authority)

*) Delete as not applicable.

ENDORSEMENT ON THE ACCELERATION OF THE ANNIVERSARY WHERE REGULATION E-5.8 APPLIES

In accordance with regulation E-5.8 in the Annex to the Convention, the new anniversary is

.....

Signature

(signature of the duly authorised official)

Place

....

Date

....

(Seal or stamp of the authority)

Annex II

BALLAST WATER LOGBOOK

BALLAST WATER LOGBOOK

INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS

The name of the ship

.....

IMO number, identification
number and letters

.....

Gross tonnage

.....

Flag	
Total ballast water capacity (in cubic metres)	
International Ballast Water Certificate number	
For the period	 to
from	

Insert a diagram showing the ship's ballast tanks corresponding to the approved ballast water management plan, including all tanks designed to contain ballast water, including cleaned holds and cargo tanks that have changed purpose and are now considered/used as ballast tanks. The diagram is considered an essential part of and must be included in this ballast water logbook.

1. Introduction

In accordance with regulation B-2 of the Annex to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, each ballast water operation must be recorded in the logbook. This includes discharges at sea and to reception facilities.

2. Ballast water and ballast water management

'Ballast water' refers to water containing suspended solids taken on board a ship to regulate the ship's trim, list, draught, stability or load. Ballast water shall be managed in accordance with an approved ballast water management plan taking into account guidelines developed by the Organisation.

Entries in the ballast water logbook shall be completed taking into account any guidelines that will be developed by the Organisation.

The volume of ballast water on board must be estimated in cubic metres. It is recognised that the accuracy of ballast water volume estimates is an estimate.

3. Entries in the ballast water logbook

Entries in the ballast water logbook shall be made in each of the following cases:

(A) Taking on ballast water from the aquatic environment (ballast operation):

1. Start time and location (port or longitude/latitude of the location),
2. End time and location (port or site longitude/latitude and minimum depth of water during the intake)
3. Which tank(s)
4. Estimated intake volume in cubic metres and total volume stored in cubic metres
5. Whether the intake was carried out in accordance with the approved ballast water management plan.
6. Ballast water management method

(B) Discharge of ballast water into the aquatic environment (deballasting):

1. Start time and location (longitude/latitude of the port or location)
2. End time and location (port or site longitude/latitude and minimum depth of water during the discharge)
3. Which tank(s)
4. Estimated volume discharged in cubic metres and volume remaining in cubic metres
3. Whether the discharge was carried out in accordance with the approved ballast water management plan
5. Ballast water management method.

(C) Ballast water exchange

1. When ballast water that has been exchanged is circulated or treated for ballast water management purposes:

1. Start time and location (longitude/latitude)
2. End time and location (longitude/latitude)
3. Minimum distance from nearest land and minimum depth during exchange or, if applicable, identification of the designated exchange area in accordance with regulation B-4.2.
4. Whether the exchange is carried out in accordance with the approved ballast water management plan, and indicate the exchange method (sequence or flow-through or dilution)
5. Which tank(s)
6. Total volume exchanged and total volume contained in cubic segments (through circulation or in tank) in cubic metres
7. Management method for the captured ballast water
2. Ballast water internally circulated for management or management in a tank
1. Start time
2. End time
3. Which tank(s)
4. Total volume treated (by circulation or tank management) in cubic metres
5. Ballast water management method

(D) Intake or discharge of ballast water from/to the port or reception facility.

1. Start time and place of intake/discharge (indicate the name of the facility)
2. End time
3. What action (intake or discharge)
4. Which tank(s)
5. Total volume in cubic metres and the total volume retained on board
6. Whether carried out in accordance with the approved ballast water management plan
7. Ballast water management method onboard

(E) Accidental discharge/ingress or other unusual intakes or discharges of ballast water

1. Start time and location of the ingress/intake/discharge (name or longitude/latitude of the port)
2. End time
3. What action (ingress, intake or discharge)
4. Which tank(s)
5. Total volume of ballast water in cubic metres
6. Circumstances of ingress, intake, discharge or loss, cause, management method used, if any, and general remarks

(F) Failure and non-functionality* of the ballast management system

1. Time and location (port name or longitude/latitude) of ballast water management system failure.
2. What action (write whether it is intake or discharge)
3. Describe the case (e.g. alarm type, or other description of the circumstances)
4. Time and place (port name or longitude/latitude) when the ballast water management system is operational.

* Failure and non-functionality includes faults, malfunctions or critical alarms indicating failure of the ballast water management system that may result in non-compliance with the D-2 standard (excluding routine information and warnings).

(G) Cleaning/flushing, removal and disposal of sediments from ballast tanks

1. Time and ship's position for starting the cleaning/flushing, removal and disposal of sediments from the ballast tank(s) (name or longitude/latitude of the port).
2. Time and position of the ship for completion of cleaning/flushing, removal and disposal of sediments from the ballast tank(s) (name or longitude/latitude of the port).
3. Which tank(s)
4. Discharge or disposal to a reception facility (specify volume in cubic metres and name of the facility)
5. Discharge or disposal to the aquatic environment in accordance with the approved ballast water

management plan (specify volume in cubic metres, minimum distance from nearest land in nm and minimum depth in metres)

(H) Additional operational procedures and general remarks.

4 Volume of ballast water

The volume of ballast water on board should be estimated in cubic metres. The ballast water logbook contains many references to estimated ballast water volume. It is recognised that it can be difficult to estimate ballast water volume accurately.

RECORDING OF BALLAST WATER OPERATIONS

EXAMPLE OF A PAGE IN THE BALLAST WATER LOGBOOK

the name of the ship

.....

IMO number, Identification number or letters

Date	Group (Letter)	Item no.	Work operations/signature of the officer in charge

Master's signature

Official notes

¹⁾ Refer to the Guidance for the commissioning testing of ballast water management systems (BWM. 2/Circ. 70), as amended by the Organisation.

²⁾ Refer to the Guidance for the commissioning testing of ballast water management systems (BWM. 2/Circ. 70), as amended by the Organisation.