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Dear Captain  
Good Day,

The international Ballast Water Management Convention (BWMC) came into force on 8 September 2017. In Paris MoU alone, the Port State Control (PSC) issued more than 70 deficiencies regarding BWM in the last four months of 2017; worldwide more than 160 deficiencies were identified up to March 2018. This news provides you with an overview of the main categories of deficiencies raised during the first seven months of BWMC entering into force and provides a checklist for preparation of PSC inspections regarding BWM systems, their operation and maintenance.

The following list contains the most frequent findings that have been detected by PSC, which should be focused on:

- - About one-third of BWM-related deficiencies are for incorrect, not properly filled-out or missing entries of all ballast water movements (inboard, treatment, circulation, discharge), or the BWM record book itself is missing.
- - About 25 percent of the deficiencies are the result of incorrect ballast water exchange; either the ballast water was not exchanged at all or the amount of water exchanged was insufficient.
- - The BWM plan was not approved, incorrect or missing in 25 cases. In this respect, attention should be paid to the re-approval of the BWM plan after change of flag.
- - Lack of familiarization and training of the crew

DNV GL has developed a common checklist for supporting [on board](#) preparation for PSC inspections with regards to the BWMC.

Compliance with the BWMC is not limited to verification during PSC inspections, however. In national waters, other local authorities (e.g. water police, harbour master) may detect violations to this convention and might impose penalties or initiate follow-up by the local PSC.

TECHNICAL AND REGULATORY NEWS No. 04/2018 - PSC

# BALLAST WATER MANAGEMENT AND PORT STATE CONTROL - CHECKLIST FOR PREPARATION OF PSC INSPECTIONS

Relevant for ship owners and managers.

March 2018

The international Ballast Water Management Convention (BWMC) came into force on 8 September 2017. In Paris MoU alone, the Port State Control (PSC) issued more than 70 deficiencies regarding BWM in the last four months of 2017; worldwide more than 160 deficiencies were identified up to March 2018. This news provides you with an overview of the main categories of deficiencies raised during the first seven months of BWMC entering into force and provides a checklist for preparation of PSC inspections regarding BWM systems, their operation and maintenance.



The following list contains the most frequent findings that have been detected by PSC, which should be focused on:

- About one-third of BWM-related deficiencies are for incorrect, not properly filled-out or missing entries of all ballast water movements (inboard, treatment, circulation, discharge), or the BWM record book itself is missing.
- About 25 per cent of the deficiencies are the result of incorrect ballast water exchange; either the ballast water was not exchanged at all or the amount of water exchanged was insufficient.
- The BWM plan was not approved, incorrect or missing in 25 cases. In this respect, attention should be paid to the re-approval of the BWM plan after change of flag.
- Lack of familiarization and training of the crew has a significant impact on the handling of ballast water, according to the BWMC.

In addition to these findings, the timeline for implementation of the D-2 standard and respective actions for installation of approved treatment plants, as required by the convention, need to be observed.

DNV GL has developed a common checklist for supporting your preparation for PSC inspections with regards to the BWMC.

Compliance with the BWMC is not limited to verification during PSC inspections, however. In national waters, other local authorities (e.g. water police, harbour master) may detect violations to this convention and might impose penalties or initiate follow-up by the local PSC.

## Recommendations

- Familiarize yourself with the requirements of the Ballast Water Management Convention
- Utilize the enclosed PSC BWM checklist for preparation on board
- Inform and train the crew

## References

- MEPC 67/20 , Annex 1 - MEPC.252(67) adopted on 17. October 2014 Guidelines for Port State Control under the BWM Convention
- [DNV GL's PSC sites](#)
- [DNV GL's BWM sites](#)

## CONTACT

For customers:  
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Otherwise:  
Email us at [psc@dnvgl.com](mailto:psc@dnvgl.com)

# CHECKLIST FOR PREPARATION OF PSC INSPECTIONS REGARDING BWMC

Items	Yes, No, n/a
1. IBWMC (International Ballast Water Management Certificate)	
a. Check that a valid IBWMC is on board if the ship is 400 GT or more (article 9.1).	
2. BWMP (Ballast Water Management Plan)	
a. Check that the BWMP is on board and has been approved by the flag state or the RO/class on behalf of the flag state (Reg. B-1).	
b. Is the crew managing ballast water sediments in accordance with the convention and the BWMP?	
3. BWRB (Ballast Water Record Book)	
a. Check that the BWRB is on board and meets the requirements of the BWM Convention (Reg. B-2).	
b. Check that details of all ballast water operations carried out are recorded in the BWRB together with any exemptions granted (Reg. B-2).	
c. The BWRB should be kept on board the ship for a minimum of two years after the last entry.	
d. The officer in charge of operation should sign each entry in the BWRB and the Master should sign each completed page.	
e. The BWRB shall at least contain the information specified in the BWM Convention, Appendix II (which may be an electronic record system and may be integrated into another record book or system).	
4. BWMS (Ballast Water Management System)	
a. Check that an officer has been assigned responsibility for the BWM (Reg. B-1.5) and that s/he and the crew are sufficiently trained and familiar with ballast exchange methods and/or the BWMS (Reg. B-6).	
b. Check the Type Approval Certificate for the BWMS (D-2 standard only) to determine if the system is used in accordance with any limiting conditions.	
c. Perform a visual check of the overall condition of the ship, the equipment and arrangements as defined in the IBWMC and the BWMP.	
d. Verify that ballast water has only been discharged in accordance with BWM Convention.	
e. Check the information from third parties such as a report or complaint concerning a violation of the BWM Convention.	
f. Is the crew following specific operational or safety instructions associated with safe tank entry, if needed?	
g. Is the BWMS and associated equipment in good working order (filters, pumps, back flushing equipment)? Verify that all accidents or defects which compromise the BWM are reported and recorded.	
h. Check that the crew is following all national and regional BWM requirements (example: USA, Norway, "Intra-North Sea"-voyages). National requirements should be attached to the Appendix of the BWMP.	
i. Sampling: Ensure that access is available for PSC officer to take samples of ballast water.	

## Recommendations

- 1- Familiarize yourself with the requirements of the Ballast Water Management Convention
- 2- Utilize the enclosed PSC BWM checklist for preparation on board
- 3- Inform and train the crew

You are requested to confirm receipt, discuss the contents in the next consolidated meeting on board & keep a copy in the file DA-11 .

Best Regards,  
Ali Mohtasham

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