



# Ballast Water Management for Yachts



# IS YOUR YACHT READY FOR BALLAST WATER MANAGEMENT COMPLIANCE?

All vessels, including yachts, are required to comply with the IMO International Convention for the Control and management of Ships' Ballast Water and Sediments (BWM Convention) which requires an approved ballast water management system onboard the ship unless the ship uses a reception facility or has another approved alternate method for BWM. It is important for yacht owners and managers to understand what is required by the IMO and the United States and the various compliance options available.

## STANDARDS AND IMPLEMENTATION SCHEDULE

The BWM Convention introduced two ballast water management standards:

1. Ballast Water Exchange Standard (Regulation D-1) – mid-ocean exchange or in designated areas
2. Ballast Water Performance Standard (Regulation D-2) – treatment of ballast water

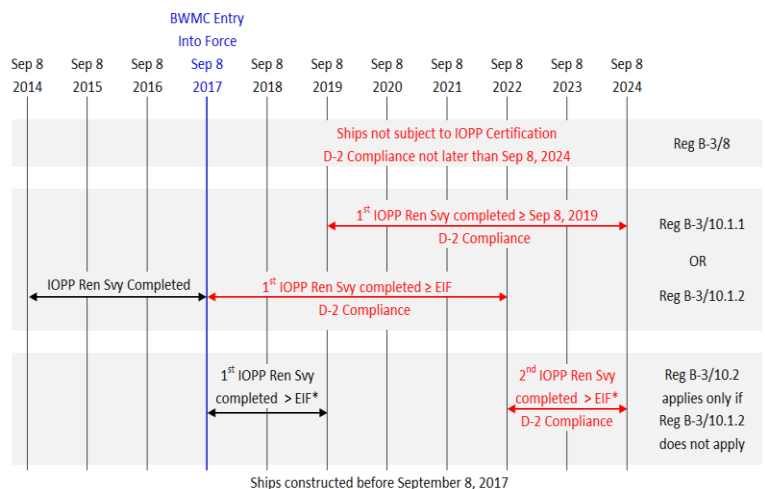
In accordance with the overarching IMO Regulation B-3 (Ballast Water Management for Ships), every yacht shall conduct ballast water management that at least meets the standard described in regulation D-1 or regulation D-2 until a specific time, after which time it shall at least meet the standard described in regulation D-2.

New yachts (keel laying date after September 8, 2017) are required to comply with the D-2 standard at delivery.

For existing yachts (keel laying date before September 8, 2017), compliance with D-2 performance standard depends on the renewal date of the International Oil Pollution Prevention (IOPP) certificate:

1. Compliance with D-2 at the first IOPP renewal survey after:
  - September 8, 2019 (modified Reg. B-3/10.1.1); or
  - September 8, 2017, in the event a MARPOL IOPP renewal survey is completed during the period on or after September 8, 2014 and prior to September 8, 2017 (modified Reg. B-3/10.1.2).
2. Compliance with D-2 at the second IOPP renewal survey if the IOPP renewal is carried out on or after September 8, 2017 but before September 8, 2019.
3. If the ship is not subject to MARPOL Annex I IOPP Certification, then D-2 compliance is to be adopted not later than 8 Sep 2024 (modified Reg. B-3/8).

Figure 1 - MEPC 71 Approved BWM Implementation Scheme



## GENERAL OBLIGATIONS FOR YACHTS

Under the BWM Convention, all Ships on international voyages are required to manage their ballast water and sediments to certain standards, according to the ship-specific ballast water management plan. All Ships subjected to the Convention will have to carry a ballast water record book and, when subject to Regulation E-1, an International Ballast Water Management Certificate.

Yachts are included within the definitions of the BWM Convention according to Article 1.12, whereby a “Ship” means a vessel of any type whatsoever operating in the aquatic environment.

Under Regulation E-1 – Surveys, yachts of 400 GT and above, are subject to an initial survey pursuant to issuance of at least one of the following no later than September 8, 2017:

1. An International Ballast Water Management Certificate (IBWMC), if registered in a signatory State (an up-to-date listing of States signatory to the BWM Convention is available at <http://www.imo.org/en/About/Conventions/StatusOfConventions/Pages/Default.aspx>) which is issued by the flag State or, if so authorized, by ABS in its capacity as the Recognized Organization (R.O.).
2. A Statement of Compliance (SoC) for ships registered in a non-signatory State issued by ABS, if so authorized as R.O.
3. A Statement of Voluntary Compliance (SoVC) at owner’s or manager’s request, if ABS is not authorized by the flag State.

Therefore yachts are subject to BWM requirements with the exception of the initial survey and issuance of a Certificate or Statement when under 400 GT.

## EQUIVALENT COMPLIANCE

Regulation A-5 of the Annex to the Ballast Water Management Convention allows for equivalent compliance as determined by the Administration for pleasure craft used solely for recreation or competition less than 50 meters in length overall, and with a maximum Ballast Water capacity of 8 m<sup>3</sup>.



The Guidelines for BWM Equivalent Compliance (G3) developed for the Administrations (Resolution MEPC.13(53)) provide a specific relaxation to the yachts described above, that the ballast water may be either exchanged prior to discharge in accordance with Regulation B-4 or otherwise managed in accordance with the requirements of the Administration.

## METHODS OF COMPLIANCE

Generally, the options for compliance for yachts will be identified on the ships' International Ballast Water Management Certificate and in the Ballast Water Management Plan. The general understanding is that the options may include the following:

1. Use of an "other method" of ballast water management as per regulation B-3. 7 of the Convention following resolution MEPC.206(62).
2. Exemption, as per regulation A-4 of the Convention, following the Guidelines for risk assessment under regulation A-4 (G7).
3. Use of ballast water determined by the coastal State as being sourced from the "same location" as the point of discharge (as per regulation A-3.5).
4. Use of temporary ballast water management systems (BWMS) may be allowed for the purposes of undertaking voyages outside a specific location as mentioned above, with the relevant approval by the flag Administration.
5. Use of permanent or temporary BWMS installed aboard another vessel operating from the same port or locality as a local reception facility, with the approval of the flag Administration and the acceptance of the local coastal State Administration.
6. Meeting the regulation D-2 discharge standard through permanent installation of a Type Approved BWMS.



## OPERATION AT SAME LOCATION OR VOYAGES BETWEEN SPECIFIED PORTS.

Provisions are included in the Convention for:

- Exceptions under Regulation A-3.5 to a yacht that discharges ballast water at the same location where the whole of that ballast water originated.
- Exemptions under Regulation A-4.1 to a yacht on voyages between specified ports or locations.

Owners/Managers should, preferably through their R.O., contact both the coastal State (in whose jurisdictional waters the yacht is intended to operate) and the flag State under which the yacht is registered, for an Exemption under Regulation A-3.5 or an exception under Regulation A-4.1.

## PERMANENT BALLAST

The BWM Convention does not apply to permanent ballast water in sealed tanks on yachts that are not subject to discharge. A designer or an Owner/Manager investigating this option should provide documentation to the ship's flag Administration or to the R.O. demonstrating:

- that the ballast water in fact is permanent,
- how the tanks are sealed, and
- that accidental discharge of ballast water is not possible

Please refer to the section “ABS SUPPORT” below.

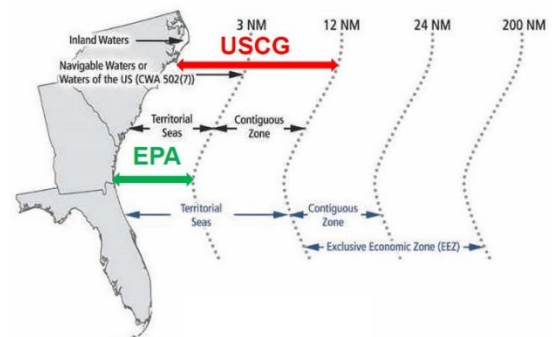
The term “permanent ballast” covers various forms such as liquids, heavy solids and concrete. In all cases, details of the permanent ballast as well as changes to the stability information and yacht's longitudinal strength are to be submitted for review by the ship's flag Administration or the R.O. issuing the BWM Certificate or Statement. Special arrangements may need to apply to provide proper ventilation and to facilitate the installation and inspection of the ballast material.



## UNITED STATES WATERS

The United States is not signatory to the BWMC and has its own requirements for ballast water management. In the US, yachts must be in compliance with:

- USCG Ballast Water Regulations (when discharging ballast water within 12 NM from coast);
- U.S. EPA VGP (when discharging ballast water within 3 NM from coast);
- Individual State requirements – 16 States have specific ballast water requirements (California is the most stringent)



Both USCG regulations and EPA VGP requirements do not apply to recreational vessels. “Recreational Vessel” means any “Vessel”, including yacht, manufactured or operated primarily for pleasure or leased, rented, or chartered to another for the pleasure of that person. This term does not include a yacht that is subject to Coast Guard inspection and that is engaged in commercial use or carries paying passengers.

## ABS SUPPORT

ABS leads the way in helping the industry understand and comply with IMO and US BWM requirements and has developed a technology evaluation service that assesses the most suitable options that enable a yacht designer or owner/manager to reach an informed BWM technology decision. The ABS BWM Technology Evaluation provides a short list of the most suited BWM technology options giving designers, owners and managers a like-for-like comparison of the characteristics of dozens of systems. In cases where a BWMS installation is the best solution, ABS can provide technical and performance-based reviews of the system. The BWMS reviews may include design capabilities and limitations, installation requirements, energy consumption, operating considerations and restrictions on equipment use.



Whether you are considering ballast water exchange or incorporating a ballast water management system, ABS can help you at any point of the decision process.

Contact us today at [EnvironmentalPerformance@eagle.org](mailto:EnvironmentalPerformance@eagle.org).

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# CONTACT INFORMATION

## **WORLD HEADQUARTERS**

16855 Northchase Drive  
Houston, TX 77060 USA  
Tel: 1-281-877-6000  
Fax: 1-281-877-5976  
Email: [ABS-WorldHQ@eagle.org](mailto:ABS-WorldHQ@eagle.org)  
[www.eagle.org](http://www.eagle.org)

## **AMERICAS REGION**

ABS Plaza  
16855 Northchase Drive  
Houston, TX 77060 USA  
Tel: 1-281-877-6000  
Fax: 1-281-877-5943  
Email: [ABS-Amer@eagle.org](mailto:ABS-Amer@eagle.org)

## **EUROPE REGION**

ABS House  
No. 1 Frying Pan Alley  
London E1 7HR, UK  
Tel: 44-20-7247-3255  
Fax: 44-20-7377-2453  
Email: [ABS-Eur@eagle.org](mailto:ABS-Eur@eagle.org)

## **GREATER CHINA REGION**

5th Floor, Silver Tower  
No. 85 Taoyuan Road  
Huang Pu District  
Shanghai, 200021 P. R. China  
Tel: 86-21-2327-0888  
Fax: 86-21-6360-5391  
Email: [ABS-GreaterChina@eagle.org](mailto:ABS-GreaterChina@eagle.org)

## **PACIFIC REGION**

438 Alexandra Road #08-00  
Alexandra Point  
Singapore 119958  
Tel: 65-6276-8700  
Fax: 65-6276-8711  
Email: [ABS-Pac@eagle.org](mailto:ABS-Pac@eagle.org)



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