



TECHNICAL INFORMATION

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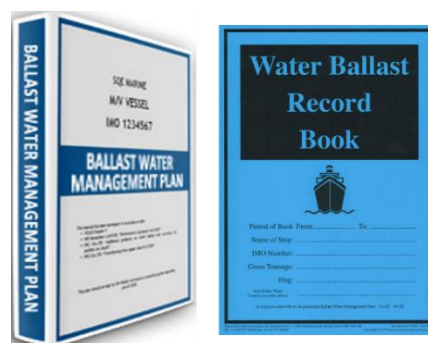
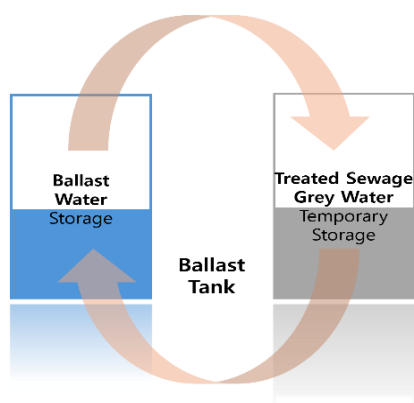
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Guidance regarding the temporary storage of treated sewage and/or grey water in ballast water tanks [\(Rev.1\)](#)

This technical information was published to give information about the guidance regarding the temporary storage of treated sewage and/or grey water in ballast water tanks (BWM.2/Circ.82)

1. Background

Due to an increase in discharge regulated areas for treated sewage (TS) and/or grey water (GW) according to port state requirements, as well as inadequate reception facilities at ports or dry-dock, it may become necessary to temporarily store of TS/GW in ballast water tanks (BW tanks). With the background mentioned, detailed guidelines and requirements regarding the temporary storage of TS/GW in ballast water tanks were discussed in IMO Marine Environmental Protection Committee (MEPC). Subsequently, MEPC 81 (in March 2024) approved BWM.2/Circ.82, providing *guidance for the temporary storage of treated sewage and/or grey water in ballast water tank*.



(Image source: SQE marine, Maritime Progress)

Consequently, ship owners and relevant parties involved in the operation of ships are kindly requested to pay attention to the following information on this guideline.

2. Content(s)

- 1) Temporary storage of TS/GW in BW tanks should only be used as an option in specific ports and areas which restrict the discharge of TS/GW and where the ship does not have dedicated tanks

with adequate storage capacity for TS/GW.

- 2) If the use of a particular BW tank is changed for the temporary storage of TS/GW in line with this guidance, such a BW tank should be solely used for storing it. If the use of the BW tank needs to be reverted to storage of ballast water, the ship should follow this guidance again. Mixing ballast water and TS/GW in a BW tank should be avoided.
- 3) In the case of sewage, temporary storage in BW tanks is only permitted when it has been treated by the sewage treatment plant¹. The temporary storage of sewage not treated by the sewage treatment plant in a BW tank is outside the scope of this guidance.
- 4) In case a ship stores TS/GW temporarily in its BW tanks, the ship should make periodic inspections for those BW tanks' coatings and take measures to prevent impacts (e.g. preventing corrosion).
- 5) The hull strength and stability of the ship should not be compromised during the intended duration of the temporary storage of TS/GW in BW tanks including ascertaining that non-availability of a BW tank does not impact ship safety and operational performance.
- 6) If there are specific instructions from the Flag Administration (or port State) regarding the implementation of this circular, please comply with those instructions accordingly.
- 7) The discharge of ballast water and TS/GW should adhere to the following principles
 - The discharge of ballast water and sediments should be in compliance with the BWM Convention
 - The discharge of TS should be in compliance with MARPOL Annex IV where relevant. Any local TS/GW discharge requirements should also be considered.

3. General guidance

The use of the BW tank	Guidance and instruction
[Storage of ballast water] ↓ [Temporary storage of TS/GW]	(1) Discharge of residual ballast water The BW tank(s) should be fully emptied, including removal of any residual ballast water, as far as practicable, through the BWMS (refer to the paragraph 1.3 of part A of Guidelines (G4) Res.MEPC.127(53))
	(2) Transfer of TS/GW to the BW tank When transferring TS/GW to BW tank(s) the ship should take appropriate measures to prevent contamination of the ballast system by TS/GW and to prevent accidental discharge of TS/GW within restricted waters (e.g. closing the valves or using blanks, spectacle flanges and pipeline blinds or using isolated pump and pipeline, dedicated portable hose, and/or using a lockout/tagout)
[Temporary storage of]	(1) Discharge of TS/GW from the BW tank The contents of the BW tank(s) should be discharged.

¹ The sewage treatment plant shall be of a type approved by the Administration in accordance with MARPOL Annex IV Reg.9.1.1 & 9.1.2

TS/GW] ↓ [Storage of ballast water]	(2) First flushing of the BW tank The BW tank, pipes, and dual-purpose pumps (e.g. ballast pump) should be flushed with the normal maximum volume ² of the tank. <u>The water used to flush the tanks should not be discharged through the BWMS to avoid residue from the TS/GW entering the BWMS as this could potentially harm the BWMS.</u>
	(3) Second flushing of the BW tank Subsequent to the discharge and flushing, <u>the ballast water tank should be reconnected to the ballast system and the tank should be flushed once more with treated ballast water</u> to replace the residual water thus ensuring the tank is ready to return to ballast operations in accordance with the BWM Convention

4. Measures to be taken

4.1 Ballast Water Management Plan (BWMP)

- The BWMP of the ship should include a ship-specific change-over procedure, from ballast water storage to TS/GW storage and back to ballast water storage, including pump and piping associated with the dual-purpose BW tanks, with specific details on how the flushing is conducted. The BW tanks to be used for temporary storage of TS/GW should be identified in the BWMP.
- At this stage, the amendment and/or revision of the BWMP related to this guideline (the procedures related to temporary storage of TS/GW in BW tank) are not subject to approval unless there are specific Flag Administration instructions. We will provide further guidance if there are decisions by the IMO regarding this matter in the future. Therefore, we recommend that ship owners and relevant parties involved in the operation of ships prepare these procedures in the appendix format of the ship's own BWMP.

※ Identified instructions from flag Administration

Flag Administration	Contents	Requirement for re-approval	Circular
Singapore	The ship owners/operators of Singapore-flagged ships should take into account the guidance (BWM.2/Circ.82) and update/develop ship-specific BWMP as required. <u>The updated and newly developed BWMP are to be submitted to RO* for re-approval to ensure compliance with guidance.</u>	O	Link: MPA Shipping Circular No.7 of 2024

² Normal maximum volume: the maximum capacity that can be stored into the BW tank, taking into consideration the ship's safety and stability (e.g. since it's not possible to fully store in BW tank when the ship is a full-loaded condition, the water used to flush the BW tank is only store as much as possible while ensuring the ship's safety and stability)

Panama	In cases where the BWMP requires the inclusion of BWM.2/Circ.82, it should be promptly updated to incorporate this guideline. This update to the BWMP is not considered as a significant or regular amendment, so <u>no additional approval or charges by the flag Administration will apply</u> . Once updated, the ship owners/operators should submit the revised BWMP to the Flag Administration via email for record-keeping (bwmp@segumar.com).	X	Link: MMC-345
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* KR Environment & Piping Team (piping@krs.co.kr)

4.2 Ballast Water Record Book (BWRB)

- According to BWM Convention Appendix II, the relevant entry should be recorded as Item 3.6³ (Additional operational procedures and general remarks) of the BWRB.

Attachment

1. BWM.2/Circ.82: Guidance for the temporary storage of treated sewage and/or grey water in ballast water tanks
2. Res.MEPC.127(53): Guidelines for BWM and Development of BWMP (G4)
3. BWM Convention Annex Appendix II: Form of Ballast Water Record Book
4. Res.MEPC.369(80): Amendments to the BWM Convention (Appendix II Form of Ballast Water Record Book)
5. BWM.2/Circ.80: Guidance on ballast water record-keeping and reporting

Distributions: Ship owners, KR surveyors, Other relevant parties

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³ In accordance with Res.MEPC.369(80), for the BWRB to be revised (enter into force on 1 February 2025), it should be record as Code H. Refer to the example 22 and 23 of BWM.2/Circ.80.