

Current International Ballast Water Regulations and Guidelines

Country	Argentina
Regulations	<p>Argentina requires all ships engaged in maritime transport bound for Argentine ports in the estuary of the River Plate are obliged to discharge, change or treat ballast water before entering the marine area of the River Plate.</p> <p>Mandatory requirement to carry a Ballast Water Management Plan.</p>
Guidelines	None noted.
Comments	<p><u>Authority</u>: Argentine Maritime Authority</p> <p><u>Date of application</u>: August 1999.</p> <p><u>Ships affected</u>: All from overseas ports.</p> <p><u>Ports affected</u>: Argentinean ports in estuary of River Plate. (Note that Uruguay and Paraguay have been invited to adopt similar criteria, in order to achieve co-ordinated activity in the River Plate estuary).</p> <p><u>Methods acceptable</u>: discharge, change or treat.</p> <p>Technical parameters are similar to USA contained in the NANPCA of 1990 and by Chile in its DGTM Y MM.ORD No. 12600/1995.</p> <p>The order states that the ships to which it applies must carry on board a ballast water management plan in accordance with the recommendations on security and stability in IMO R A.868(20).</p> <p><u>Region or port</u>: River Plate Estuary, Argentina</p> <p><u>Monitoring Authority</u>: Argentine Maritime Authority</p> <p><u>Ports affected</u>: Argentinean ports in the River Plate estuary. (Note that Uruguay and Paraguay have been invited to adopt similar criteria, in order to achieve co-ordinated activity in the River Plate estuary)</p> <p><u>Ships affected</u>: Ships bound for Argentinean ports in the estuary of the River Plate.</p> <p><u>Implementation</u> Mandatory.</p> <p><u>Date of start</u>: 1999</p> <p><u>Methods acceptable</u>:</p> <p style="padding-left: 40px;">Ships on voyages from other countries must discharge, exchange or treat their ballast water before arriving at the outer limit of the River Plate.</p>

	<p><u>Unwanted aquatic organisms or pathogens:</u> Not specified.</p> <p><u>Uptake control measures:</u> Not specified.</p> <p><u>Sampling required:</u> Random, by Argentine Maritime Authority.</p> <p><u>Records required:</u> Ships must carry a ballast water management plan, in accordance with IMO Resolution A.868(20).</p> <p><u>Procedures if en route management is not possible:</u> Not specified.</p> <p><u>Procedure if ballast water found to be unacceptable after sampling:</u> _____Not specified</p> <p><u>For further information refer to:</u> Argentine Maritime Authority approved Order No. 7-98, entitled "Prevention of pollution by aquatic organisms in the ballast water of ships bound for Argentine ports in the estuary of the River Plate".</p>
Country	Australia
Regulations	Mandatory Reporting of ballast water management for Quarantine Pratique.
Guidelines	Voluntary Compliance with Australian Ballast Water Management Guidelines.
Comments	<p><u>Authority:</u> Australian Quarantine and Inspection Service (AQIS)</p> <p><u>Date for Mandatory Reporting:</u> Late1998.</p> <p><u>Date for voluntary compliance:</u> 1992.</p> <p><u>Ships affected:</u> All ships from overseas ports.</p> <p><u>Ports affected:</u> All ports.</p> <p><u>Methods acceptable:</u></p> <p>Ballast water exchange in deep ocean areas:</p> <ul style="list-style-type: none"> • Tanks to be drained until pump suction is lost. • Flow through method with 3 x tank volume pumped through. • Compliance regime in agreement with AQIS <p>Other in-tank treatment agreed with AQIS (heat treatment method accepted).</p> <p>Mandatory Ballast Water Management Requirements planned for introduction on 1 July 2001.</p>

Country	Brazil
Regulations	Mandatory reporting for Quarantine Pratique
Guidelines	
Comments	<p><u>Authority:</u> Not known.</p> <p><u>Date of Mandatory Reporting:</u></p> <p><u>Ships affected:</u> All Ships.</p>

	<p><u>Ports affected:</u> All ports.</p> <p><u>Reports and records required:</u> Health Authorities in all Brazilian ports require a standard message from the Master, stating when and where the vessel loaded ballast water, and the quantity on board on arrival. The information to be sent at least 72 hours prior to arrival, in order to obtain "Free Pratique" and to avoid anchoring for inspection.</p>
Country	Canada
Regulations	<p>Mandatory requirement to carry out Mid Ocean Ballast Water Exchange for Vancouver.</p> <p>Mandatory Reporting prior to entry into waters under Canadian jurisdiction.</p> <p>Mandatory use of the Canadian Ballast Water Management Guidelines from 1 September, 2000</p> <p>Ballast Water Management Plans shall be included in the ship's operational documentation.</p>
Guidelines	
Comments	<p><u>Authority:</u> Canadian Coast Guard (CCG).</p> <p><u>Ports affected:</u> All. For some ports on Pacific coast, further controls exist. Note that ships bound for Great Lakes ports should be in compliance with the mandatory ballast water regime of the US Coast Guard. <u>Ships affected:</u> All ships bound for a Canadian port, and subject to Vessel Traffic Services (ECAREG, NORDREG, CVTS Offshore).</p> <p><u>Implementation:</u> Mandatory reporting. Voluntary ballast management, except in Vancouver, Nanaimo and Fraser River. (But note that for Great Lakes ports, mandatory US regulations apply past Massena in New York state, USA.)</p> <p><u>Date of start:</u> Great Lakes – 1st May 1989. Vancouver 1st March 1997. All other ports – 1st September 2000</p> <p><u>Methods acceptable:</u></p> <ul style="list-style-type: none"> • Ballast water exchange at sea, as far from land as practicable, in ocean depth greater than 2000 metres. • Retention on board. • Discharge to reception facilities. • Alternatives methods acceptable to Transport Canada Marine Safety. <p>In exceptional circumstances, when it has not been possible to exchange ballast in mid-ocean, alternative exchange zones may be utilised.</p>

	All ships required to carry a Ballast Water Management Plan.
Country	Chile
Regulations	Mandatory Ballast Water Exchange.
Guidelines	
Comments	<p><u>Authority:</u> Chilean Navy; Division for Maritime Territory and the Merchant Marine, Maritime Safety and Operations Department.</p> <p><u>Ports affected:</u> All</p> <p><u>Ships affected:</u> All ships coming from abroad, ballasted with seawater. No exceptions are listed.</p> <p>All ships coming from zones affected by cholera or by any similar contagious epidemic.</p> <p><u>Implementation:</u> Mandatory application.</p> <p><u>Date of start:</u> 10 August 1995</p> <p><u>Methods acceptable:</u></p> <p>Ballast water exchange in deep water. Entries in bridge and engine room logbooks, showing geographical co-ordinates, amount replaced and what percentage of total ballast capacity it represents.</p> <p><u>Procedures if en route management is not possible:</u></p> <p>In-tank treatment prior to discharge. Addition of 100 grams of powdered sodium hypochlorite, or 14 grams of powdered calcium hypochlorite, per tonne of ballast water, ensuring thorough mixing, and then allowing 24 hours before beginning to deballast.</p>
Country	Denmark
Regulations	No requirements
Guidelines	No requirements
Comments	
Country	Finland
Regulations	No national mandatory requirements
Guidelines	No requirements
Comments	
Country	Germany
Regulations	No requirements
Guidelines	No requirements

Comments	
Country	Greece
Regulations	No requirements
Guidelines	No requirements
Comments	
Country	Israel
Regulations	Mandatory Ballast Water Exchange and Reporting.
Guidelines	
Comments	<p><u>Authority:</u> Ministry of Transport, Administration of Shipping and Ports.W</p> <p><u>Ports affected:</u> All</p> <p><u>Ships affected:</u> All ships destined for Israeli ports, wishing to pump out ballast water while in port or while navigating along the coast of Israel. No exceptions are listed.</p> <p><u>Implementation:</u> Mandatory application.</p> <p><u>Date of start:</u> 15 August 1994</p> <p><u>Methods acceptable:</u></p> <p>Ballast water that has not been taken on in open ocean, must be exchanged in open ocean, beyond any continental shelf or fresh water current effect. Masters will be requested to provide ships' inspectors (pilots) with a completed ballast water exchange report.</p> <p>Ships bound for Eilat must exchange outside of the Red Sea, when practicable. Ships bound for Mediterranean ports must exchange in the Atlantic Ocean when practicable.</p>
Country	Italy
Regulations	No requirements
Guidelines	No requirements
Comments	
Country	Japan
Regulations	No requirements
Guidelines	No requirements
Comments	
Country	Hong Kong China
Regulations	Compliance with IMO Guidelines not legally required for Hong Kong Ships. However ship Master and operator should adopt operational procedures and preventative measures as set out in the Guidelines when such measures are required by a port State to which the ship is calling for.
Guidelines	As per IMO Res. A868 (20)

Comments	<u>Authority:</u> Hong Kong Marine Department
Country	Netherlands
Regulations	No requirements
Guidelines	No requirements
Comments	
Country	New Zealand
Regulations	Mandatory Ballast Water Exchange and Reporting.
Guidelines	
Comments	<p><u>Authority:</u> New Zealand Ministry of Fisheries.</p> <p><u>Ports affected:</u> All</p> <p><u>Ships affected:</u> All ships entering New Zealand territorial seas carrying ballast water loaded within the territorial water of another country. No exceptions are listed.</p> <p><u>Implementation:</u> Compliance with guidelines requiring mid-ocean exchange of ballast water. An import health standard for ballast water came into effect on 30 April 1998, applying to ballast water loaded in another country and due for discharge in New Zealand. It requires that ballast water to be discharged has been exchanged in mid-ocean.</p> <p>Use of reporting form prior to arrival in first New Zealand port, and on departure from final New Zealand port, is mandatory. Examples of the arrival and departure forms are given opposite.</p> <p><u>Date of start:</u> 1996. Mandatory measures from 30 April 1998.</p> <p><u>Methods acceptable:</u></p> <ol style="list-style-type: none"> 1. Ballast water exchange in deep water. 2. Use of fresh water in ballast tanks (<2.5ppt NaCl). 3. Use of approved on-shore treatment facility (none approved yet). 4. Use of approved in-tank treatment (none approved yet). 5. Discharge into an approved low risk zone (none approved yet). <p><u>Records required:</u> Location and volume of ballast water loaded in other port; location, volume, method and duration of exchange at sea; location, volume and date of discharge in New Zealand.</p>
Country	Norway
Regulations	No requirements
Guidelines	No requirements

Comments	
Country	Singapore
Regulations	No requirements
Guidelines	No requirements
Comments	
Country	Sweden
Regulations	No requirements
Guidelines	No requirements
Comments	
Country	United States of America
Regulations	Mandatory reporting for all USA. Mandatory exchange in California and Oakland
Guidelines	Voluntary Guidelines prior to entry in Great Lakes and voluntary National Guidelines for all vessel that operate in waters of the United States.
Comments	<p><u>Country:</u> U.S.A. (Note that this includes all States, Puerto Rico, the US Virgin Islands, Guam, American Samoa and US Trust Territory of the Pacific Islands.)</p> <p><u>National Monitoring Authority:</u> US Coast Guard (USCG).</p> <p><u>Ports affected:</u> All ports, including ports in the Great Lakes and Hudson River above the George Washington Bridge. (<i>But see State of California for further legislation</i>)</p> <p><u>Ships affected:</u></p> <p>A. All ships with ballast tanks, bound for the Great Lakes and / or the Hudson River above the George Washington Bridge and entering from outside the US and Canadian Exclusive Economic Zones (EEZ), or which took on new ballast in a North American port after entering the EEZ.</p> <p>B. All ships with ballast tanks, that operate in other waters of the United States, but with following exemptions:</p> <ul style="list-style-type: none"> • crude oil tankers engaged in US coastwise trade (i.e. exclusively between U.S ports). • passenger ships equipped with, and correctly operating, treatment systems designed to kill aquatic organisms in ballast water, unless the USCG has determined that the system is less effective than ballast water exchange at sea. <p><u>Implementation:</u></p> <p>A. Mandatory ballast water management, record-keeping and reporting</p> <p>B. Mandatory record-keeping and reporting, but ballast water management is voluntary at present.</p> <p><u>Date of start:</u></p> <p>Great Lakes – May 1993; Hudson River – December 1994; all other ports – July 1999</p>

Methods acceptable:

- Exchange ballast water at sea, before entering the U.S. exclusive economic zone (EEZ), in an area at least 200 miles from shore and a depth of more than 2000 metres.
- Retain ballast water on board ship.
- Employ an environmentally sound alternative ballast water management practice approved in advance by the USCG. (Send requests to Commandant, United States Coast Guard, 2100 2nd Street, Southwest, Room 2100; Washington DC 20593-0001, USA.)
- Discharge ballast water to an approved reception facility.
- Complete ballast water exchange in an alternative designated area approved in advance by the USCG Captain of the Port (COTP).

Region or port: State of California, USA.

Monitoring Authority: California State Lands Commission

Ports Affected: All ports in the State of California (but see Port of Oakland for further legislation). Humboldt Bay Harbour District has imposed mandatory ballast water exchange

Ships Affected: All ships carrying ballast and arriving from outside the US exclusive economic zone (EEZ), except:

- Crude oil tankers engaged in US coastwise trade.
- Passenger ships equipped with systems that can kill aquatic species in ballast water, providing that the State Lands Commission has determined that the system is at least as effective as ballast water exchange, and that the system is operated as it was designed to be.

Implementation: Mandatory. A ship will be deemed to be in compliance if it fulfils the USCG regulations and IN ADDITION regards ballast water exchange in mid-ocean as mandatory.

Date of start: 1 January 2000. A ship will be charged a ballast water fee of US\$400, once for each applicable voyage from outside the United States EEZ.

Methods acceptable:

- Ballast water exchange at sea, outside the EEZ, from an area not less than 200 nautical miles from any shore, and in waters more than 2,000 meters deep, before entering waters of the state.
- Environmentally sound processes approved by the Water Board.
- Retain the ballast water on board.

Discharge the ballast water to an approved reception facility. _

Region or Port: Port of Oakland, California, USA

	<p><u>Monitoring Authority:</u> Port of Oakland</p> <p><u>Ports Affected:</u> San Francisco Bay including open waters within the port area of the City of Oakland.</p> <p><u>Ships Affected:</u> All ships calling at existing and future port terminal facilities.</p> <p><u>Implementation:</u> Mandatory reporting from 1 August 1999, mandatory ballast water management from 1 August 2000.</p> <p><u>Date of Start:</u> 1 August 1999</p> <p><u>Methods acceptable:</u></p> <ul style="list-style-type: none"> • Ocean ballast water exchange occurring at least 200 miles offshore and outside the United States EEZ. • An approved alternative treatment method (currently no methods have been approved) • Proven compliance with the uptake control measures specified in sections 9.1.1 and 9.1.2 of the Annex to IMO Resolution A.868 (20). <p>Note that ballast water originating from within 200 miles west of the coast of North America and between the southern tip of Baja California and the northern tip of Alaska does not require treatment, and the reporting form is to be used.</p> <p><u>The State of Washington</u> signed into effect a Bill To regulate the discharge of ballast water into state water on 24 March 2000 and it will come into effect in 90 days (June, 2000). This bill requires mandatory ballast water exchange and ballast water reporting.</p>
Country	United Kingdom
Regulations	Regional mandatory requirements.
Guidelines	
Comments	<p>Marine Guidance Note urges shipowners and shipping agents to ensure that vessels discharging ballast in UK waters comply with the IMO Guidelines.</p> <p>Regional Requirements: Orkney Islands</p> <p><u>Region or Port:</u> Orkney Islands, United Kingdom</p> <p><u>Monitoring Authority:</u> Orkney Islands Council</p> <p><u>Ports affected:</u> Scapa Flow, <u>58°50'23"N; 03°06'25"W.</u></p> <p><u>Ships affected:</u> All ships wishing to discharge ballast at Flotta Terminal.</p> <p>Exemptions – Liquefied gas-carrying tankers.</p> <p><u>Implementation:</u> Mandatory application.</p>

	<u>Date of start:</u> Prior to 1998
	<u>Methods acceptable:</u> Discharge to shore reception facilities. Ballast water treatment plant has capacity to receive 40,000 barrels per hour.

It is interesting to note that ballast exchange is the only treatment method available at present that has international acceptance and remains the primary treatment method identified by all of the countries that have some form of control in place. Very little information or guidance is given on the use or choice of other treatment options.