



TECHNICAL INFORMATION

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Subject : Unified interpretation of Appendix I to the BWM Convention

The Marine Environment Protection Committee (hereinafter referred to as "MEPC") approved a unified interpretation to the Appendix I to the BWM Convention (Form of International Ballast Water Management Certificate) concerning the principal ballast water management method(s) employed on the ship, the text of which is set out in the BWM.2/Circ.66/Rev.3 at its seventy-eighth session (6 to 10 June 2022).

The updated consolidated text of all existing unified interpretations to the BWM Convention, including those set out in BWM.2/Circ.66/Rev.2, is set out in the BWM.2/Circ.66/Rev.3.

All stakeholders who include shipowners, operators and surveyors should note the below specific interpretation and pay attention to address the Form of International Ballast Water Management Certificate.

[Form of International Ballast Water Management Certificate]

Appendix I

Form of the International Ballast Water Management Certificate

Appendix I of the BWM Convention reads as follows:

"...Method of ballast water management used
Date installed (if applicable) (dd/mm/yyyy)
Name of manufacturer (if applicable)"

The principal ballast water management method(s) employed on this ship is/are:
 in accordance with regulation D-1
 in accordance with regulation D-2
(describe)
 the ship is subject to regulation D-4
 other approach in accordance with regulation....."

Interpretation :

1. For a ship which is occasionally engaged in an international voyage and is not intending to discharge ballast water back to the original location, having been granted an exemption by its Administration taking into account BWM.2/Circ.52/Rev.1, on the condition that the ship implements the D-1 standard in lieu of the D-2 standard, the principal ballast water management method(s) employed is:

other approach in accordance with regulation D-1 taking into account BWM.2/Circ.52/Rev.1."

2. For a ship granted an exemption in accordance with regulation A-4 of the BWM Convention, the principal ballast water management method employed on the ship is:

other approach in accordance with regulation A-4."

3. For a ship which is fitted with a BWMS on board and is certified in accordance with the D-2 standard, even if the ship will also use other ballast water management methods as contingency measures, as reflected in its Ballast Water Management Plan, the principal ballast water management method employed on this ship is:

in accordance with regulation D-2
(describe)

4. For a ship which has employed an "other approach" in accordance with regulation B-3.6 or B-3.7 of the BWM Convention, the Ballast Water Management Plan should describe the other approach that has been approved for the ship.
5. In the case of an Administration that requires its ships which are subject to equivalent compliance under regulation A-5 to carry International Ballast Water Management Certificates, those certificates should refer to regulation A-5 in the item "other approach" as their principal ballast water management method employed.

- The end -

Attachments

- BWM.2/Circ.66/Rev.3

Distributions : KR surveyors, Ship owners, Other relevant parties

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