Subject

"Evaluating a Vessel's Ballast Water Management Plan" published by USCG and introduction of Fouling and Sediment Management

ClassNK
Technical Information

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To whom it may concern

The rule with regard to obligation of installation of ballast water management system for the vessels engaged in U.S. waters has already entered into force by United States Coast Guard (USCG). The rule is entitled as "Standards for Living Organisms in Ship's Ballast Water Discharged in U.S. Waters". Please refer to ClassNK Technical Information No.TEC-0903 about detail of this rule.
According to this rule, the vessels engaged in U.S. Waters are to be provided Ballast Water Management Plan. This time, USCG published "Evaluating a Vessel's Ballast Water Management Plan" so we will inform following matters.

From this evaluation, contents of Ballast Water Management Plan are almost the same as required by Ballast Water Management Convention. In addition to the contents, description of "Detailed fouling maintenance and sediment removal procedures" is required by 33 CFR Part 151.2050(g)(3).

[Description of "Detailed fouling maintenance and sediment removal procedures"]
Many vessels employ fouling maintenance procedures to reduce drag and maintain fuel efficiency. The intent of requiring fouling (may be called the biofouling) maintenance procedures is to provide effective measures for controlling the growth of organisms on submerged surfaces. These fouling maintenance procedures help to prevent the transport and introduction of aquatic nuisance species into waters of the United States via fouling on vessels.

1. Fouling maintenance procedures
   Fouling maintenance procedures may be documented in standalone document or may be integrated as part of the vessel's operational procedures and referenced in the Ballast Water Management Plan. The procedures / plans should contain information on the following:

   (1) Details of the anti-fouling systems and operational practices or treatments used, including those for niche areas (niche areas mean areas on a ship that may be more susceptible to biofouling due to different hydrodynamic forces, e.g., sea chests, bow thrusters, propeller); where and when installed; areas of the vessel coated; its maintenance and, where applicable, its operation.
   (2) Hull locations susceptible to fouling and a schedule of planned inspections, repairs, maintenance, and renewal of anti-fouling systems.

(To be continued)

(3) Details of the recommended operating conditions suitable for the chosen anti-fouling systems and operational practices.
(4) Details relevant for the safety of the crew, including details on the anti-fouling systems used.
(5) Documentation of actions taken to implement the fouling maintenance procedures / plan (e.g., invoices for dry docking and in-water inspections; reports of such inspections regarding fouling; documentation of measures taken to renew or replace anti-fouling systems, including those used for seawater cooling systems; and documentation of when and where the vessel has been operating outside its normal operating profile, including any details of when the vessel was laid-up or inactive for extended periods of time, and measures taken to minimize fouling during or after such periods.

As this correspondence, "Biofouling Management Plan" prepared in accordance with MEPC.207(62) is acceptable.
We prepared guidance of "Biofouling Management Plan" in accordance with MEPC.207(62) and uploaded on ClassNK Homepage. Therefore please download the guidance from ClassNK Homepage, if necessary.
ClassNK Homepage: http://www.classnk.or.jp Home > Information Service > Publications > PDF Publications and others

2. Sediment removal procedures
Sediment removal procedures should be documented in the Ballast Water Management Plan. Please confirm following articles are described:

(1) Practical steps to be taken during ballast uptake to avoid sediment accumulation (recognizing that sediment will be taken on board and will settle on tank surfaces). Procedures for using tank flushing when sediment has accumulated, when in suitable areas, i.e. areas complying with the minimum depth and distance described by 33 CFR Part 151.1510(a)(1) and 33 CFR Part 151.2025(a)(3).
(2) Procedures for monitoring the volume of sediment in a ballast tank on a regular basis.
(3) Procedures for removing accumulated sediment on a timely basis and as necessary. The frequency and timing of removal will depend on factors such as sediment build up, vessel's trading pattern, availability of reception facilities, work load of the vessel's personnel, and safety considerations.
(4) Procedures for disposing of sediment. Ideally, sediment will be disposed of at a reception facility. When sediment is removed from the vessel’s ballast tanks and is to be disposed of by that vessel at sea, such disposal should only take place in areas outside 200 nm from land and in water depths of over 200 m.
(5) Particulars of vessel design and construction intended to minimize the uptake and undesirable entrapment of sediments, facilitate removal of sediments, and provide safe access to allow for sediment removal and sampling.

(To be continued)

In addition to the above, full content of Reg.17254 Federal Register / Vol.77 and Guidance on verification of Fouling Maintenance and Sediment Removal Procedures can be available through the following URL.

Reg.17254 Federal Register / Vol.77:
http://www.gpo.gov/fdsys/pkg/FR-2012-03-23/pdf/2012-6579.pdf

Guidance on verification of Fouling Maintenance and Sediment Removal Procedures:
http://www.uscg.mil/hq/cg5/cg522/cg5224/docs/Guidance_on_verification_of_Fouling_Maintenance_and_Sediment_Removal_Procedures_Final_5Nov2012.pdf

For any questions about the above, please contact:

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