

Ballast Water Management Plan
Section 8 – Ballast Water Management Method

8.1 Ballast Exchange Plan

- When exchanging ballast at sea, the safety and operational information and restrictions must be taken into account at all times.
- A Ballast Exchange Plan (BEP) contains step-by-step instructions for the safe exchange of ship's ballast water. A BEP indicates the status of the ballast tank with relevant assessment criteria.
- A BEP is prepared on the basis of ship's capabilities and contains specific advice and limitations, which need to be observed and adhered to.
- A BEP is intended for typical ballast conditions. It is at the discretion of the ship's master to follow one of the prepared BEPs or to prepare a new BEP for the ship's specific condition, taking into account the relevant assessment criteria. If in doubt the Master should seek assistance of shore management.
- The ship's position, sea state, weather forecast, equipment performance, hull condition and degree of crew fatigue should be considered before proceeding with ballast exchange. If any factors are considered unfavourable, the ballast exchange operation should not commence or should be suspended.
- Where practicable, ballast exchange should be conducted in deep water, in open ocean and as far as possible from shore. Where this is not possible, requirements developed within regional agreements may be in operation, particularly in areas within 200 nautical miles from shore.
- When following the overflow method, at least three times the tank volume shall be pumped through the tank.
- All stability and strength calculations contained in the Ballast Exchange Plans have been developed using the vessel's approved onboard loading program.
- Sloshing is not investigated in the BEP contained herein since all ballast tanks are either side tanks or peak tanks fitted with a centreline wash bulkhead or a centreline ring structure or horizontal ring structures, to minimise the sloshing effect.
- When applying the flow through method, the personnel engaged should ensure that all upper deck openings (tank entrances, manholes, air pipes etc.) are re-secured after completion (or interruption) of the ballast exchange procedure. Crew are to be briefed as to the dangers to personnel posed by the water cascading onto the deck if flow through method is adopted.
- Ballast exchange at sea should not be carried out or, if under progress, interrupted when wind strength exceeds beaufort 4 and sea state exceeds moderate.
- For steps/sequences where the bridge visibility forward criteria is not satisfied the Master is advised that bridge visibility forward will be reduced. In case of bridge visibility forward being reduced, extra lookouts to be posted till normal condition is restored.
- Vessel is to refer to the sample of Ballast exchange plan in the Appendix III of this plan for guidance.