



Antigua and Barbuda Maritime Administration

Information Notice
No. 2016 - 003
Rev 9
23 August 2023

SUBJECT: Ballast Water Management

REFERENCE:

- a) *The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM), 2004*
- b) *The Antigua and Barbuda Merchant Shipping (Amendment) Act of 2014*

TO: Ship-owners, operators, masters and officers of Antigua and Barbuda flagged ships,

1. INTRODUCTION

This Information Notice provides guidance in respect of the intentions, planning, expectations, and requirements of the Administration in respect of the Implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM).

2. SUBJECT

1. BWMC 2004 - Commissioning testing of ballast water management systems

1. The commissioning testing, which tests for the biological efficacy of a BWMS, will be required at the ship's initial survey, or during an additional survey for retrofits. The test is done to confirm that a BWMS is correctly installed on the ship and meets the D-2 discharge standard. The test is required only once but needs to be completed before the International Ballast Water Management Certificate (BWM Certificate) for D-2 is issued. This requirement does not apply to ships that already have an installed BWMS certified under the BWMC.
2. Ship owners and operators must contract with a test facility for the testing or request the BWMS manufacturer or shipyard to arrange the testing by an independent test facility. The commissioning test analysis will be based on BWM.2/Circ.70/Rev.1, and may use the indicative, as opposed to detailed, analysis methods.
3. A new tick box for management methods other than D-1, D-2 and D-4, meant for vessels using alternative approaches such as reception facilities (B-3.6-7), has been added to the BWM Certificate.
4. **Note: U.S. legislation is standing separately from and not affected by the aforementioned. Vessel's trading, or planning to trade, in the United States of America shall ensure their compliance with the specific U.S. ballast water management and treatment requirements. (See below, 2.7)**

2. Adoption of amendments to mandatory instruments

1. MEPC 80 adopted amendments to the Ballast Water Management Convention concerning the form of the Ballast Water Record Book. The aim is to improve the recording and provide clarity on information concerning ballast water operations that would be recorded by ships. The amendments will enter into force on 1 February 2025.
2. Harmful aquatic organisms in ballast water
 1. Experience building phase.
 1. The Convention Review Plan associated with the Ballast Water Management (BWM) Convention, was approved and a Correspondence Group will continue the work on the review.
 2. Ballast water record book
 1. MEPC 80 approved the circular “Guidance on matters relating to ballast water record-keeping and reporting”. The Committee further adopted the resolution “Guidance for the Use of Electronic Record Books under the BWM Convention” and approved consequent amendments to Regulations A-1 and B-2 and the MEPC resolutions of Regulations G4 and G6 of the Convention.
 3. Ships operating in challenging water quality.
 1. MEPC 80 did not manage to complete the guidance on the application of the BWM Convention to ships operating in challenging water quality, as substantial concerns and divergent views remained and work will continue towards MEPC 81 in April 2024.
 4. Biofouling
 1. MEPC 80 adopted the revised “Guidelines for the Control and Management of Ship’s Biofouling to Minimize the Transfer of Invasive Aquatic Species”. The guidelines provide recommendations on in-water inspections with a focus on the quantitative assessment of biofouling using a biofouling rating number, as well as on observations of the anti-fouling system condition.
 5. Ballast water monitoring devices
 1. MEPC 80 approved a BWM.2 circular on the protocol for verification of ballast water compliance monitoring devices.
 6. Unified interpretation
 1. MEPC 80 approved a Unified Interpretation to the form of the International Ballast Water Management Certificate and Regulations B-3.5 and B-3.10 of the BWM Convention regarding the “date of construction” for a ship which has undergone a major conversion.

3. Legal Basis

1. Antigua and Barbuda acceded to this Convention on 19 December 2008. The Convention entered into force on 8 September 2017. A compilation of relevant Guidelines and guidance documents can be found in the [BWM Convention and guidelines](#)
2. The Antigua and Barbuda Merchant Shipping (Amendment) Act of 2014 is the relevant primary legislation which facilitates bringing the BWM Convention into force; this will be supported by any necessary secondary legislation afterwards.

4. Implementation and Deadlines

1. There are two implementation levels (Standards) to be aware of:

1. **D-1 Standard:**

1. An approved ballast water management plan (BWMP) and a BWM Certificate, or Statement/Certificate of Compliance, must be on board any convention subjected vessel from 8 September 2017.
2. Starting from that date, all vessels subject to the convention, shall conduct ballast water exchange in accordance with a class approved ballast water management plan and must have aboard an International BWM Certificate, until compliance with the later D-2 regulation becomes mandatory.
3. Consequently, the plan to be approved had to be submitted and the corresponding initial survey carried out in due time, before 8 September 2017 (see also No. 4).
4. **Note: Specific local/regional regulations that restrict ballast water exchange (e.g., in the North- and Baltic Sea) must be considered in the passage planning of the vessel.**

2. **D-2 Standard:**

1. The deadlines for installation of an approved technical ballast water treatment system are related to the IOPP renewal survey(s) as follows:
2. Vessel constructed (keel-laid) on or after 8 September 2017 need to comply with the D-2 standard upon delivery.
3. For existing ships, D-2 compliance depends on their IOPP renewal survey date:
4. If the completion date of the vessel's last IOPP renewal survey was between 8 September 2014 and 7 September 2017 the treatment system installation is required at the next IOPP renewal survey, on or after 8 September 2017.
5. If the completion date of the last IOPP renewal survey was between 8 September 2012 and 7 September 2014 the treatment system installation is required at the second IOPP renewal survey, on or after 8 September 2017.
6. **Note: Vessels not subject to an IOPP renewal survey (generally vessels below 400 GT) shall be D-2 compliant not later than 8 September 2024.**

5. Certification and Approvals

1. In the past ADOMS had implemented a procedure for the early renewal of the IOPP Certification, by de-coupling the IOPP Certification from the range of the Harmonized System of Survey and Certification (HSSC). A corresponding reporting system for RO's having conducted such de-coupling was established.
2. **Since 8 September 2017 it is no longer possible to de-couple (de-harmonize) the IOPP Certification.**
3. All International Ballast Water Management Certificates (IBWMC) are issued with dates harmonized with the HSSC to facilitate easy resumption of full harmonization of the ship's certification by suitable planning to resume full harmonization of certification at the earliest possible time.
4. For the re-harmonization of the IOPP certificate, the vessel's Classification Society will determine the applicable scenario. Owners/operators will be guided by the ROs through the process of re-instating the original IOPP Certificate. There is no separate authorization required from ADOMS.

5. **D-1 Standard: Ballast Water Management Plan Approvals**

1. To date, all Ballast Water Management Plans (BWMP) for any Antigua and Barbuda registered vessels must have been approved by the respective RO, as the corresponding survey deadline as mentioned in BWM.2/Circ.40 - 3 months - has expired. All BWMPs approved in accordance with resolution A.868 (20) will remain valid until compliance with the D-2 Standard also requires a corresponding revision of the BWMP.

6. **D-2 Standard: Ballast Water Treatment Systems Approvals**

1. ADOMS accepts all ballast water treatment systems for installation on board Antigua and Barbuda flagged ships that have been approved to the G8 MEPC.174 (58) or G9 MEPC.169 (57) guidelines by one of ADOMS Recognized Organizations. ADOMS will also accept systems that have been approved to the G8 or G9 guidelines by any other Administration that has acceded to the convention.

6. Exemptions

1. The Ballast Water Management Convention stipulates that an exemption can only become valid by the agreement of all the Port and Coastal State Administrations concerned. A vessel once exempted from Convention requirements is subject to strict limitations on the operational area until the time it is fitted in compliance with Convention requirements. A vessel granted specific port exemptions will still be subject to general compliance with respect to certification and practical management. Exemptions from BWM Compliance (D-1 or D-2) will be considered on a case-by-case basis by the ADOMS Technical Division but not before all Port and Coastal State Administrations concerned have granted their explicit agreement. It shall be noted that it is not a prerogative of the Flag State Administration to exempt vessels from Convention requirements, but that the exemption will be an endorsement of the agreement of all Port and Coastal State Administrations concerned, only.
2. Vessels trading locally, in Antigua and Barbudan territorial waters, will be considered on a case-by-case basis by the ADOMS Technical Division.

7. United States of America

1. Up-to-date guidelines for vessels operating in U.S. waters can be found on the Marine Safety Center section of the USCG website, under the following link:
<https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Commercial-Regulations-standards-CG-5PS/Marine-Safety-Center-MSC/ballast-water/>
2. Owners and operators are strongly advised to liaise with their respective U.S. contacts (ports, shippers, agents etc.) to ensure their vessels are being compliant when entering U.S. waters. ADOMS bears no liability for any of the information given in this section.

Issued by

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