Regulation PM-10.0 Ship's Ballast Water Management

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10.1 General requirements

10.1.1 This regulation is applicable for all ships entering Emirates of Dubai Ports and Maritime Areas falls under Ports Customs and free zone corportation(PCFC) Jurisdiction PCFC Dubai Ports and Maritime Areas of the Emirates of Dubai.

10.1.2 This regulation assists relevant government's authorities, shipmasters, ship operators, ship owners and other interested parties, in minimizing the risk of introducing harmful aquatic organisms and pathogens from ship ballast water and sediments while maintaining ship safety.

10.1.3 All Ships shall maintain a vessel-specific ballast water management plan and train their personnel in ballast water management and treatment procedures.

10.1.4 It is the responsibility of shipmasters, ship operators and ship owners and other interested parties to be well aware the following with respect to Ballast water management and pollution prevention requirements.

a) PCFC-EHS Port Regulations, local and federal laws and regulations, always as amended.
b) The International Convention for the Control and Management of Ships Ballast Water and Sediments, 2004 (BWM Convention).
c) The International Convention for the Prevention of Pollution from Ships (MARPOL)
d) Port requirements including but not limited to circulars, contingency strategies, reporting, availability of shore reception facilities, fees, information that will be needed to obtain PCFC-EHS NOC etc. always as amended.
e) Information on severe outbreaks or infestations of harmful aquatic organisms, which may pose a risk.

10.2 Ship's precaution for Loading Ballast

10.2.1 All ships shall ensure the following while ballasting at the source port if the destination port for ballast discharge is within the jurisdiction of PCFC Ports and Maritime Areas.

10.2.2 Ballast water shall not be taken from:

a) Near sewage outfalls.
b) Near marine sanctuaries, marine preserves, marine parks, or coral reefs
c) Near dredging operations.
d) Where tidal flushing is poor or when a tidal stream is known to be more turbid.

10.2.3 All ships need to ensure that utmost care is taken to avoid taking on ballast water:

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a) With harmful organisms and pathogens, such as toxic algal blooms.
b) In darkness when organisms may rise up in the water column.
c) In shallow water or where propellers may stir up the sediment.

10.2.4 All ships shall ensure that their ballast tanks are cleaned regularly and maintained free from harmful organisms and pathogens

10.2.5 Discharge minimal amounts of ballast water in harbour waters.

10.3 Ballast Water Management Plan

10.3.1 Every ship that carries ballast water shall be provided with a ballast water management plan approved by Flag Administration or Classification Societies to assist in the minimization of transfer of harmful aquatic organisms and pathogens. The intent of the plan shall be to provide safe and effective procedures for ballast water management. The ballast water management plan shall be specific to each ship

10.3.2 The Ballast water management plan shall be included in the ship's operational documentation. Such a plan shall address,

a) approval documentation relevant to treatment equipment
b) an indication of records requires and
c) The location of possible sampling points.

10.3.3 Discharge of ship's ballast water into port reception and/or treatment facilities requires approval from PCFC- EHS to ensure an acceptable means of control is in place.

10.3.4 A responsible officer shall be appointed to maintain appropriate records and to ensure that ballast water management and/or treatment procedures are followed and recorded on board each ship.

10.3.5 When taking on or discharging ballast water, as a minimum, the dates, geographical locations, ship's tank(s) and cargo holds, ballast water temperature and salinity as well as the amount of ballast water loaded or discharged shall be recorded in the Ballast water reporting form provided in the IMO resolution A.868(20). The record shall be made available to the PCFC – EHS Officer.

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10.3.6 The location and suitable access points for sampling ballast or sediment shall be described in the ship's ballast water management plan. This will allow crew members to provide maximum assistance when EHS - Ports officers require a sample of the ballast water or sediment

10.3.7 The master shall report to the PCFC –EHS prior to enter port where specific ballast water procedures and/or treatment option(s) cannot be undertaken due to weather, sea conditions or operational impracticability in line with EHS reporting procedure (PCFC-CSC-EHS-PM-CP-07)

10.4 Reporting of Ballast Water Reporting Form

The ship master, owner and operator, person in charge, or vessel agent must send a signed copy of the Ballast water reporting form provided in the IMO resolution A.868(20) to PCFC- EHS 24 hrs prior entry to the port. E-mail to ehs.ports@pcfc.ae

10.5 Ship's responsibility for Loading and Discharge of Ballast Water

10.5.1 Minimizing uptake of harmful aquatic organisms, pathogens and sediments when loading ballast, every effort shall be made to avoid the uptake of potentially harmful aquatic organisms, pathogens and sediment that may contain such organisms.

10.5.2 Removing ballast sediment on a timely basis where practicable, routine cleaning of the ballast tank to remove sediments shall be carried out in mid-ocean or under controlled arrangements in port or dry dock, in accordance with the provisions of the ship's Ballast water management plan.

10.5.3 Ship's agent shall ensure Sediment from the ballast tanks of ships shall be disposed to port reception facility with PCFC_ EHS approval are only allowed to collect the ballast water sediments from the ballast tanks

10.5.4 Avoiding unnecessary discharge of ballast water if it is necessary to take on and discharge ballast water in the same port to facilitate safe cargo operations, care shall be taken to avoid unnecessary discharge of ballast water that has been taken up in another port.

10.5.5 Near-coastal (including Port and Estuarine) organisms released in mid-ocean, and oceanic organisms released in coastal waters, do not generally survive when released. When exchanging ballast at sea, IMO guidance on safety aspects of ballast water exchange shall be taken into account.

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10.6 Enforcement Role of PCFC EHS-Officers

10.6.1 PCFC-EHS Port Officer shall inspect, verify ships ballast water management plan, treatment requirements, and related procedures and documents to ensure regulatory compliances with PCFC-EHS Ports requirements, applicable local, federal and international requirements.

10.6.2 Master of the ship shall provide requested information including but not limited to ballast water management and its potential effects with respect to harmful aquatic organisms and pathogens if requested by PCFC-EHS Port Officer.

10.6.3 PCFC-EHS Port Officer shall undertake compliance monitoring on a visiting ship by taking and analysing ballast water and sediment samples to test for the continued survival of harmful aquatic organisms and pathogens.

10.6.4 The master has a general obligation to provide reasonable assistance for the above monitoring which may include provision of officers or crew, provision of the ship's plans, records pertaining to ballast arrangements , details concerning the location of sampling points and operational resources.

10.6.5 PCFC-EHS Port Officer may sample or require samples to analyze ballast water and sediment, before permitting a ship to proceed to discharge its ballast water in environmentally sensitive locations. In the event that the ballast water is not suitable for discharge into the port, then appropriate controls shall be implemented as instructed by the Port control and PCFC-EHS Department.

10.6.6 Ship agent should obtain PCFC-EHS No objection certificate prior discharging of ballast water in line with procedure CPM- P02.

10.6.7 Any non-compliance to above regulations may result in Enforcement Actions against the ship.

10.7 Safety Precautions

1. It is the responsibility of the Master/responsible officer of the ship to maintain, at all times, safe Ballasting and De-Ballasting operation and adequate intact stability, in accordance with an approved Trim and Stability booklet.

2. The ship's anchors shall be rinsed during retrieval to remove organisms and sediments at their place of origin.

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3. All ships shall ensure that fouling organisms from hull, piping, and tanks are removed on a regular basis, and dispose of any removed substances in accordance with Local, State, and Federal regulations.

10.8 APPENDIX 1 – IMO Ballast Water Reporting Form

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Appendix 1 - BALLAST WATER REPORTING FORM (TO BE PROVIDED TO PORT STATE AUTHORITY UPON REQUEST)

1. VESSEL INFORMATION **2. BALLAST WATER**

Vessel Name:	Type:	IMO Number:	Specify Units: m³, MT, LT, ST
Owner:	GT:	Call Sign:	Total Ballast Water on Board:
Flag:	Arrival Date:	Agent:	
Last Port and Country:		Arrival Port:	Total Ballast Water Capacity:
Next Port and Country:			

3. BALLAST WATER TANKS BALLAST WATER MANAGEMENT PLAN ON BOARD? YES_____ NO_____ HAS THIS BEEN IMPLEMENTED?

TOTAL NO. OF TANKS ON BOARD_____ NO. OF TANKS IN BALLAST_____ IF NONE IN BALLAST GO TO NO. 5 YES_____ NO_____

NO. OF TANKS EXCHANGED_____ NO. OF TANKS NOT EXCHANGED_____

4. BALLAST WATER HISTORY: RECORD ALL TANKS THAT WILL BE DEBALLASTED IN PORT STATE OF ARRIVAL; IF NONE GO TO NO. 5

Tanks/Holds (list multiple sources/tanks separately)	**BW SOURCE**				**BW EXCHANGE** : circle one: Empty/Refill or Flow Through					**BW DISCHARGE**			
	DATE ddmmyy	PORT or LAT. LONG	VOLUME (units)	TEMP (units)	DATE ddmmyy	ENDPOINT LAT. LONG.	VOLUME (units)	% Exch.	SEA Hgt. (m)	DATE ddmmyy	PORT or LAT. LONG.	VOLUME (units)	SALINITY (units)
Ballast Water Tank Codes: Forepeak=FP, Aftpeak=AP, Double Bottom=DB, Wing=WT, Topside=TS, Cargo Hold=CH, O=Other													

IF EXCHANGES WERE NOT CONDUCTED, STATE OTHER CONTROL ACTION(S) TAKEN:_____

IF NONE, STATE REASON WHY NOT: _____

5. IMO BALLAST WATER GUIDELINES ON BOARD (RES. 868(20))? YES_____ NO_____

RESPONSIBLE OFFICER'S NAME AND TITLE (PRINTED) AND SIGNATURE: _____

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