

**Notification on announcement by the Government of Washington State of
USA and Brazilian Government concerning onboard management of
water ballast**

To all companies concerned,

CCS was recently notified by US Fish & Wild Life Service Washington State Branch and the Brazilian Government of the provisions relating to ballast water discharge from ships operating within their waters, as follows:

1 US Fish & Wild Life Service Washington State Branch: as of July 1, 2007, discharge of untreated ballast water in waters of Washington State will be prohibited. The untreated ballast water refers to ballast water not subjected to full exchange or alternative measures in the open waters. Ships currently under operation in the waters shall submit a copy of report (see attachment to this notification) by July 1, 2006, which shall specify how the shipping company is to take measures to comply with the provisions. Ships entering the waters the first time after July 1, 2006 shall submit the report in advance or on arrival. Form of and guidance for filling in the report is referred to in the attachment. A PDF form of the report is provided for on line writing, and also attached with is a word form.

2 Brazilian Government: by the Brazilian law, which is developed in accordance with International Convention for the Control and Management of ships' Ballast Water and Sediments, 2004 and IMO resolution A.868 (20), it requires that as of October 15, 2005, all ships intended to discharge in areas within the jurisdiction of Brazil shall comply with the provisions in relation to management of ballast water.

Details of the provisions are as follows:

2.1 Requirement for discharge of ballast water

- To conduct the Ballast Water exchange at least 200 nautical miles from the nearest land and in water at least 200 m in depth (B-4.1.1 of the Convention).
- In cases where the ship is unable to conduct above stated Ballast Water exchange , such Ballast Water exchange shall be conducted at least at least 50 nautical miles from the nearest land and in water at least 200 m in depth (B-4.1.2 of the Convention).
- Where a ship is unable to carry out ballast water exchange, the master shall report the competent marine administration in advance and may, subject to agreement of the administration, keep the ballast water onboard except for discharge of minimum water.

2.2 Special requirements

- While in ports within the Amazon, additional ballast water exchange shall be carried out between Macapa and 20 m isobaths to reduce salinity.
- For ships with ballast water capacity of less than 5000 cubic meters, additional ballast water exchange shall be carried out at river mouth of Jari; in Para river, additional ballast water exchange shall be carried out at least 60 nautical miles away from shore between Salinopolis and lighthouse of Ponta do Chapau Virado.
- For additional ballast water exchange, the exchange of ballast water of tank capacity may be carried out only once (specific to overflow method and dilution method).

2.3 Monitoring requirements:

- Ballast Water Management Plan (BWMP);
- Ballast Water Record Book (Reporting Form)

2.4 Requirements for ships:

- a copy of ballast water report shall be submitted to the agency in charge 24 hrs before ETA.

2.5 Requirements for Ballast Water Management Plan:

- ships which fly Brazilian flag or rented by Brazil shall, starting from October 15, 2005 be provided with a BWMP approved by DPC (Brazilian Directoria de Portos e Costas); ships flying flags other than Brazilian flag shall be provided with a BWMP approved by a classification society recognized by the Administration.

3 Requirements of other conventions and resolutions

3.1 International Convention for The Control and Management of ships' Ballast Water and Sediments, 2004 (regulation B-1) requires that all ships shall keep onboard a copy of BWMP and shall have the plan implemented. The plan shall include the following:

- 3.1.1 Safety procedures for the ship and the crew associated with Ballast Water Management as required by this Convention;
- 3.1.2 Detailed description of the actions to be taken to implement the Ballast Water Management requirements and supplemental Ballast Water Management practices as set forth in this Convention;
- 3.1.3 Details of the procedures for the disposal of sediments at sea and to shore;
- 3.1.4 Procedures for coordinating shipboard Ballast Water Management that involves discharge to the sea with the authorities of the State into whose waters such discharge will take place;
- 3.1.5 Designation of officers onboard in charge of ensuring that the plan is properly implemented;
- 3.1.6 Reporting requirements for ships provided for under this Convention;
- 3.1.7 The plan shall be written in a working language of the ship, if that language is not English, French or Spanish, the entries shall contain a translation into one of those languages.

3.2 MEPC.127 (53) resolution: Guidelines for Ballast Water Management and Development of Ballast Water Management Plans

- developed as per B-1 of the Convention;
- standard form of BWMP to be given;
- 17 items covered in the standard form.

3.3 IMO resolution A.868 (20): BWMP as per Guidelines for the Control and management of Ships' Ballast Water to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens shall include:

- purposes;
- approval documentation relevant to treatment equipment;
- an indication of records required;
- location of possible sampling points;
- procedures for exchange of ballast water (efficiency of the procedures shall be subjected to safety assessment);
- list of conditions not fit for exchange;
- designation of the responsible crew.

4 CCS requirements for approval of BWMP

4.1 General

- Basis on which the BWMP is developed:
 - (1) IMO resolution A.868 (20);
 - (2) Convention on ballast water and IMO resolution MEPC.127 (53).
 - (3) It is generally assumed that once convention on ballast water enters into force, the resolution A.868 (20) will no longer be applicable to the development of BWMP.
- Ship owners shall indicate the basis on which the BWMP is developed in their application for approval.

4.2 Contents of BWMP to be subjected to approved

4.2.1 Contents of report on safety assessment:

4.2.1.1 By sequence:

- intact stability;
- longitudinal strength;
- immersion of propeller;
- visibility of wheelhouse.

4.2.1.2 By overflow:

- ballast pump and piping system, number of the pumps and displacement of the pumps and pressure head shall be considered;
- flow rate of overflow ports in ballast tank and their availability, as well as requirements for crews training;
- avoid of over high or low of tank pressure during ballast water exchange.

4.2.1.3 By dilution:

- ballast pump and piping system, number of the pumps and displacement of the pumps and pressure head shall be considered;
- avoid of over high or low of tank pressure during ballast water exchange.

4.2.2 Mandatory contents included in conventions and resolutions.

4.3 Plans and documents to be submitted

4.3.1 Information for approval:

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- BWMP (and safety assessment report), in quadruplicate.

4.3.2 Documents to be submitted for information:

4.3.2.1 By sequence:

- (1) General arrangement;
 - (2) Lines;
 - (3) Capacity plan;
 - (4) Loading manual (or stability and shearing force bending calculations for all working conditions)
 - (5) Ship's ballast piping;
 - (6) Engine room arrangement;
 - (7) Manhole arrangement in ballast water tanks;
 - (8) Arrangement of air pipes and sounding pipes.
- Where lightweight distribution is not included in (4), data for lightweight distribution shall be provided.
 - Where still water bending moment and allowable still water shearing force is not included in (4), data for still water bending moment and allowable still water shearing force shall be provided.
 - Where table of capacity sounding is not included in (4), capacity calculations or data for table of capacity sounding shall be provided.

4.3.2.2 By overflow and dilution:

- (1) Principle diagram and arrangement of ballast water piping;
- (2) List of pumps for ballast water system;
- (3) Arrangement of air pipes;
- (4) Arrangement of ballast water inlet and outlet.

4.4 Approval units: CCS Shanghai Plan Approval Center, Dalian Plan Approval Center and Guangzhou Plan Approval Center (Please be noted that Dalian and Guangzhou Plan Approval Centers will not carry out the approval business until April 20).

4.5 Fees for the approval

For a single ship: RMB 8200 (US \$1000); for sister ships, the successive ships are subjected a fee payment of 50% that charged on first one.

4.6 Duration of the approval: normally 20 working days (Please be noted that currently CCS only accept applications for approval of BWMP of ships classed with CCS, and those restrained by ballast water management required of Brazil).

We hereby kindly inform all shipping companies and ships concerned to get prepared in advance for the requirements of the related port States.

China Classification Society

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Attachments:

- 1 Guidance for establishment and filling in of US Washington State ballast water report (PDF)

1. Owner/OperatorVessel(s) Owner/Operator Information:Responsible Party Information:

Name _____
 Address _____
 City _____
 State/Province Zip _____
 Country _____
 Telephone Number _____
 Email _____

Name _____
 Address _____
 City _____
 State/Province Zip _____
 Country _____
 Telephone Number _____
 Email _____

2. Fleet Information

| | Vessel Name | Existing Vessel, or New Build | IMO # | Type | GT | Ballast Capacity |
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Notes:

1. If you need to list additional vessels please use the Washington State Interim Ballast Report form available in Microsoft Word format.
2. Use one reporting form for each ballast water management plan.
3. See attached instruction form.

3. Ballast Management Compliance Plan (2007)

| | | | | |
|--|----------------------|----------------------------|----------------------|--------------------------|
| a. Does this management plan include retaining ballast on board? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| b. Does this management plan include the discharge of water that originated solely within "local waters?" | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| c. Does this management plan include ballast exchange? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| d. If considering ballast exchange: How will you handle ballast if unable to exchange at sea? <input type="text"/> | | | | |
| e. Does this management plan include a ballast treatment system? If yes, complete f. through i. | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| f. Vendor Company | <input type="text"/> | | | |
| g. Vendor Contact | <input type="text"/> | | | |
| h. Final System Selection Date | <input type="text"/> | j. System Purchase Date | <input type="text"/> | |
| i. System Installation Date | <input type="text"/> | k. System Operational Date | <input type="text"/> | |
| l. Additional Comments <input type="text"/> | | | | |

Responsible Party Signature: _____ Date: _____

By submitting this form by email, the responsible party is certifying that all information provided is complete and accurate.