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BWM.2/Circ.66/Rev.3
24 June 2022

**INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT
OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004**

Unified interpretations to the BWM Convention

- 1 The Marine Environment Protection Committee, at its seventy-eighth session (6 to 10 June 2022), approved a unified interpretation to appendix I to the BWM Convention (Form of International Ballast Water Management Certificate) concerning the principal ballast water management method(s) employed on the ship.
- 2 The updated consolidated text of all existing unified interpretations to the BWM Convention, including those set out in BWM.2/Circ.66/Rev.2, is set out in the annex.
- 3 Member Governments and international organizations are invited to apply the annexed unified interpretations to the BWM Convention and bring them to the attention of all parties concerned.
- 4 This circular revokes BWM.2/Circ.66/Rev.2.

ANNEX**UNIFIED INTERPRETATIONS TO THE BWM CONVENTION**

- 1 Date to be used for determining the implementation of mandatory commissioning testing of individual ballast water management systems in accordance with resolution MEPC.325(75)**

Regulation E-1*Surveys*

Regulations E-1.1.1 and E-1.1.5 read as follows:

"1 An initial survey before the ship is put in service or before the Certificate required under regulation E-2 or E-3 is issued for the first time. This survey shall verify that the ballast water management plan required by regulation B-1 and any associated structure, equipment, systems, fittings, arrangements and material or processes comply fully with the requirements of this Convention. This survey shall confirm that a commissioning test has been conducted to validate the installation of any ballast water management system by demonstrating that its mechanical, physical, chemical and biological processes are working properly, taking into account the guidelines developed by the Organization*.

5 An additional survey, either general or partial, according to the circumstances, shall be made after a change, replacement, or significant repair of the structure, equipment, systems, fittings, arrangements and material necessary to achieve full compliance with this Convention. The survey shall be such as to ensure that any such change, replacement or significant repair has been effectively made, so that the ship complies with the requirements of this Convention. When an additional survey is undertaken for the installation of any ballast water management system, this survey shall confirm that a commissioning test has been conducted to validate the installation of the system by demonstrating that its mechanical, physical, chemical and biological processes are working properly, taking into account the guidelines developed by the Organization*.

* Refer to the *2020 Guidance for the commissioning testing of ballast water management systems* (BWM.2/Circ.70/Rev.1), as amended."

Interpretation:

1.1 Irrespective of new ships under construction subject to regulation E-1.1.1 or existing ships retrofitting ballast water management system(s) (BWMS) on board subject to regulation E-1.1.5, the commissioning testing of individual BWMS taking into account the guidelines developed by the Organization* should be conducted if the initial or additional survey is completed on or after 1 June 2022. If the initial or additional survey is completed before 1 June 2022, the commissioning testing of individual BWMS remains subject to the specific requirements of the Administration(s).

* Refer to the *2020 Guidance for the commissioning testing of ballast water management systems* (BWM.2/Circ.70/Rev.1), as amended.

2 "Date installed" in relation to "Method of ballast water management used"

Appendix I

Form of the International Ballast Water Management Certificate

The following information regarding "Details of ballast water management method(s) used" is to be provided on the certificate:

" Method of ballast water management used
Date installed (if applicable) (dd/mm/yyyy)
Name of manufacturer (if applicable)"

Interpretation:

2.1 For the purpose of completing the International Ballast Water Management Certificate, the date when commissioning has been completed in accordance with section 8 of the BWMS Code (resolution MEPC.300(72)) should be used.

2.2 Notwithstanding the above, it should be noted that, with regard to the deadline for installing a ballast water management system, operative paragraph 5 of resolution MEPC.300(72) (*Code for Approval of Ballast Water Management Systems*) is as follows:

"5 RESOLVES that, for the purpose of operative paragraph 4 of this resolution, the word "installed" means the contractual date of delivery of the ballast water management system to the ship. In the absence of such a date, the word "installed" means the actual date of delivery of the ballast water management system to the ship;"

2.3 Consequently, two dates, i.e. the contractual date of delivery or the actual date of delivery, and the date following commissioning and operation, may exist in relation to installing a ballast water management system.

3 Principal ballast water management method(s) employed on the ship

Appendix I

Form of the International Ballast Water Management Certificate

Appendix I of the BWM Convention reads as follows:

"...Method of ballast water management used
Date installed (if applicable) (dd/mm/yyyy)
Name of manufacturer (if applicable)"

The principal ballast water management method(s) employed on this ship is/are:

- ☐ in accordance with regulation D-1
- ☐ in accordance with regulation D-2
- (describe)
- ☐ the ship is subject to regulation D-4
- ☐ other approach in accordance with regulation....."

Interpretation:

3.1 For a ship which is occasionally engaged in an international voyage and is not intending to discharge ballast water back to the original location, having been granted an exemption by its Administration taking into account BWM.2/Circ.52/Rev.1, on the condition that the ship implements the D-1 standard in lieu of the D-2 standard, the principal ballast water management method(s) employed is:

"☒ other approach in accordance with regulation D-1 taking into account BWM.2/Circ.52/Rev.1."

3.2 For a ship granted an exemption in accordance with regulation A-4 of the BWM Convention, the principal ballast water management method employed on the ship is:

"☒ other approach in accordance with regulation A-4."

3.3 For a ship which is fitted with a BWMS on board and is certified in accordance with the D-2 standard, even if the ship will also use other ballast water management methods as contingency measures, as reflected in its Ballast Water Management Plan, the principal ballast water management method employed on this ship is:

"☒ in accordance with regulation D-2
(describe) "

3.4 For a ship which has employed an "other approach" in accordance with regulation B-3.6 or B-3.7 of the BWM Convention, the Ballast Water Management Plan should describe the other approach that has been approved for the ship.

3.5 In the case of an Administration that requires its ships which are subject to equivalent compliance under regulation A-5 to carry International Ballast Water Management Certificates, those certificates should refer to regulation A-5 in the item "other approach" as their principal ballast water management method employed.
