



REPUBLIC OF MAURITIUS

Ministry of Ocean Economy, Marine Resources, Fisheries and Shipping
3rd Floor, Ken Lee Building
Edith Cavell Street
Port-Louis

MERCHANT SHIPPING NOTICE Ref: 1 of 2017

Title: IOPP Certificate Renewal in respect of Ballast Water Management Convention (BWM)

Notice to: **Ship Owners / Masters/Managers / Ship Operators and Recognised Organisations (ROs)**

The objective of this Merchant Shipping Notice is to provide instructions to Ship Owners / Masters/Managers / Operators and Recognized Organisations for a smooth transition towards the implementation of BWM Convention with respect to IOPP Certificate renewal.

1.0 The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (commonly referred to as the Ballast Water Management Convention), was adopted on 13 February 2004 and will enter into force on 08 September 2017.

2.0 This Merchant Shipping Notice provides information on the application dates for provisions of the Convention to allow owners to plan for implementation and IOPP survey.

3.0 Application of the Ballast Water Management Convention:

The Convention applies to all ships including submersibles, floating crafts, floating platforms, FSUs and FPSOs.

However, the Convention does not apply to –

- a. ships not designed to carry ballast water;
- b. ships not operating in international waters; and
- c. warships or other ships owned or operated by a State;

With the exception of floating platforms, FSUs and FPSOs, ships of **400** gross tonnage and above are required to be surveyed for compliance against the requirements of the Convention and issued with an International Ballast Water Management Certificate.

As the Convention has not yet been ratified by Mauritius, Ship owners should contact their Classification Societies who will survey ships against the Convention requirements and issue a Statement of Compliance.

4.0 Compliance with Discharge Standards

Section D of the Annex to the Convention specifies the discharge standards for ballast water.

Regulation D-1 of the Annex sets the Ballast Water Exchange Standard as follows:

- 1. Ships performing Ballast Water exchange in accordance with this regulation shall do so with an efficiency of at least 95 percent volumetric exchange of Ballast Water.*
- 2. For ships exchanging Ballast Water by the pumping-through method, pumping through three times the volume of each Ballast Water tank shall be considered to meet the standard described in paragraph 1. Pumping through less than three times the volume may be accepted provided the ship can demonstrate that at least 95 percent volumetric exchange is met.*

Regulation D-2 of the Annex sets the Ballast Water Performance Standard as follows:

- 1. Ships conducting Ballast Water Management in accordance with this regulation shall discharge less than 10 viable organisms per cubic metre greater than or equal to 50 micrometres in minimum dimension and less than 10 viable organisms per millilitre less than 50 micrometres in minimum dimension; and discharge of the indicator microbes shall not exceed the specified concentrations described in paragraph 2.*
- 2. Indicator microbes, as a human health standard, shall include:*
 - .1 Toxicogenic Vibrio cholerae (O1 and O139) with less than 1 colony forming unit (cfu) per 100 millilitres or less than 1 cfu per 1 gram (wet weight) zooplankton samples;*
 - .2 Escherichia coli less than 250 cfu per 100 millilitres;*
 - .3 Intestinal Enterococci less than 100 cfu per 100 milliliters.*

Compliance with the regulation D-2 discharge standard will generally require the installation of an approved ballast water management system.

Ships are required to comply with these discharge standards as follows:

- 1. Existing ships are required to comply with regulation D-1 (the Ballast Water Exchange Standard) no later than 08 September 2017;*
- 2. Existing ships will also have to comply with regulation D-2 (the Ballast Water Performance Standard) no later than the first IOPP renewal survey (MARPOL Annex I) after 08 September 2017.*
- 3. Ships with a keel laying date after 08 September 2017 are required to comply with regulation D-2 upon delivery.*

5.0 IOPP Renewal Surveys

In order to allow more time for new ballast water treatment systems to become available, a number of ship owners have requested that IOPP renewal surveys be conducted prior to 08 September 2017; effectively “decoupling” the IOPP certificate from the Harmonized System of Survey and Certification (HSSC).

Considering that neither the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol 1978 (MARPOL Convention), nor the Survey Guidelines under the Harmonized System of Surveys and Certification (HSSC) prohibits the renewal inspections in advance or the de-harmonization of the IOPP Certificates, this Ministry is agreeable to consider requests on a case by case basis from Shipowners /Operators for the International Oil Pollution Prevention (IOPP) Certificate from being de-harmonized from all other statutory certificates, in order to provide enough time to Mauritian flagged vessels to be compliant with this convention.

Ship owners who wish to conduct early IOPP renewal surveys are thus kindly requested to contact the Director of Shipping at the address below for due consideration of their requests. It is only after approval has been given by the Ministry that Classification Societies can proceed with the surveys and issue appropriate Certificates.

Upon completion of the early renewal IOPP survey, the RO shall issue a new Certificate with validity of 5 years.

Ship owners are however reminded that when the IOPP certificate has been “decoupled” from the HSSC, it should be re-harmonized as soon as possible after the ship meets the regulation D-2 discharge standard for ballast water

The de-harmonization of the IOPP certificate can be done only prior 08 September 2017, when the BWM Convention enters into force.

Owners, Masters, Managers and Operators should be aware that the decision to de-harmonize the IOPP survey does not supersede in any way the coastal States' prerogative to implement more stringent requirements.

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