
 QUALITY MATTERS	<p align="center"><u>SHIPS CLASSIFICATION MALAYSIA</u></p> <p align="center">SCM CIRCULAR</p> <p align="center">TO SHIPOWNERS, SHIPYARDS, MASTERS, AGENTS AND RELEVANT INTEREST PARTIES</p>			 <small>MS ISO 9001 REG. NO. AR2998</small>
	Issue No	08/2019	Issue Date	11 JUNE 2019
TITLE	BWM CONVENTION: D2 STANDARD COMPLIANCE			

To All Owners, Managers, Ship Builder and Designer of Malaysian Vessels.

1.0 History

The Ballast Water Management Convention or BWM Convention is adopted by the International Maritime Organization (IMO) in order to help prevent the spread of potentially harmful aquatic organisms and pathogens in ships' ballast water.

The Ballast Water Management Convention or BWM Convention was entered into force on 8 September 2017 and from the date of entry ships must manage their ballast water so that aquatic organisms and pathogens are removed or rendered harmless before the ballast water is released into a new location. This is to help prevent the spread of invasive species as well as potentially harmful pathogens from one country water to another country water.

MEPC on their 71st session has agreed to delay the implementation of the D2 standard by 2 years on July 2017. [SCM Circular 12/2017](#): Delayed Implementation of The Ballast Water Management Convention on 08 September 2017 for Existing Ships (MEPC 71) was issued to address this matter.

2.0 Documentation

From the date of entry, all ships that required to comply with BWM Convention is required to have following documentation on board:

- 1) Ballast Water Management Plan
- 2) Ballast Water Record Book
- 3) International Ballast Water Management Certificate

3.0 Compliance Standard

As of 8 September 2017 the ships is required to manage their ballast water to meet the D1 standard as minimum or D2 standard.

D1 Standard

- a) Is a standard requiring ships to exchange their ballast water in open seas at least 200 nautical miles from nearest land and in water at least 200 meters in depth.
- b) In cases where ship unable to conduct ballast water exchange as per above requirement, ballast water exchange shall be conducted as far as from the nearest land but not less than 50 nautical miles from the nearest land and in water at least 200 meters in depth.
- c) In case where the distance from the nearest land or water depth does not meet the above requirement, the port states may designate the wares where the ships may conduct their ballast water exchange.

D2 Standard

- a) A standard specifying the maximum amount of viable organism allowed to be discharge, including specified indicator microbes harmful to human health.
- b) Usually compliance to this standard involves installing ballast water management system.

4.0 Compliance to D2 Standard

Depending of the ships construction date, the ship shall comply to D2 standard as below:

- 1) New ship which constructed on OR after 8 September 2017 shall complied to D2 standard before delivery.
- 2) Existing ship which constructed before 8 September 2017 compliance is linked to MARPOL Annex 1 IOPP Renewal survey. Two categorisation provided for existing ship which required to comply at First Renewal survey OR second renewal survey after 8 September 2017.

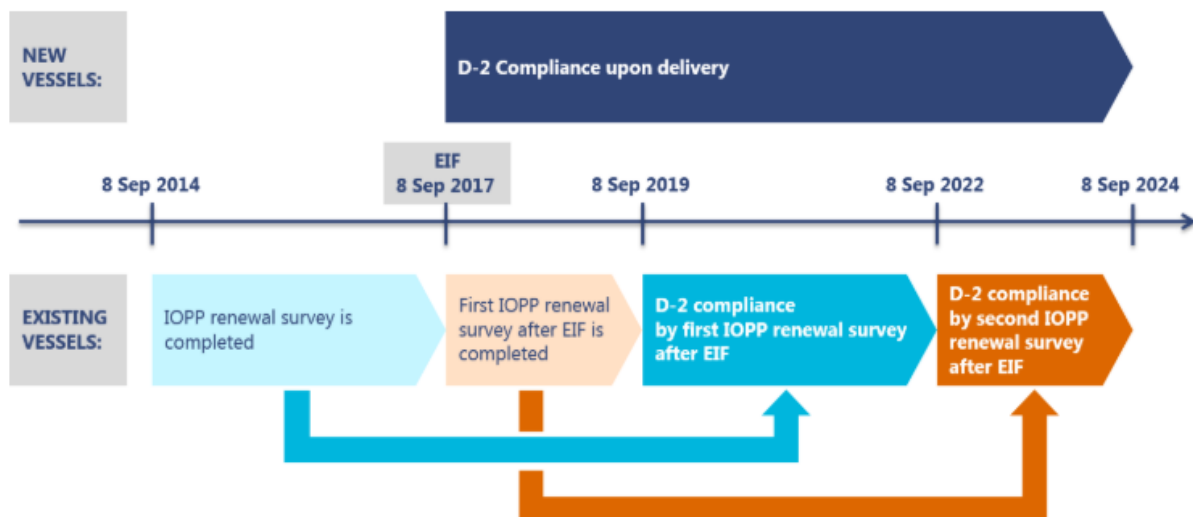
2a) Compliance by first Renewal survey

Applies to ship if the first renewal survey takes places on or after 8 September 2019 OR renewal survey has completed on or after 8 September 2014 but prior to 8 September 2017.

2b) Compliance by second renewal survey

Applies to ship if the first renewal survey after 8 September 2017 takes place before 8 September 2019, In this case compliance to D2 at second renewal survey (provided that the previous renewal survey has not been completed in the period between 8 September 2014 and 8 September 2017).

- 3) An existing ship to which IOPP renewal survey does not apply shall meet the D2 standard not later than 8 September 2024.



IMO timeline for BWM Convention compliance for D1 and D2 Standard can be found in *Annex 1*.

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Complying with the Ballast Water Management Convention

Stopping the spread of invasive aquatic species

ANNEX 1



D1 standard requiring ships to exchange ballast water in open seas, away from coastal areas. Few organisms survive.

D2 standard specifying the maximum amount of viable organisms allowed to be discharged, including specified indicator microbes harmful to human health. Usually involves installing ballast water management system.

BACKGROUND INFO

- ✓ All new ships must conform to the D2 standard.
- ✓ Until the date when they have to meet the D2 standard, existing ships should exchange ballast water mid-ocean, to meet the D1 standard.
- ✓ Over time, all ships will have to meet the D2 standard.
- ✓ 'Renewal survey' refers to the IOPPC renewal survey under MARPOL Annex I

All ships must have:

- ballast water management plan
- ballast water record book
- International Ballast Water Management Certificate

Existing ships with renewal survey between 8 September 2017 and 8 September 2019

Case 1: if previous renewal survey was between 8 September 2014 and 8 September 2017 – must comply with D2 by this renewal survey.

Case 2: if previous renewal survey was before 8 September 2014 – then compliance with D2 must be by the next renewal survey.

New ships built on or after 8 September 2017 must meet the D2 standard.

Existing ships built prior to 8 September 2017 must meet the D1 standard until their D2 compliance date.

Existing ships with renewal survey after 8 September 2019 must meet D2 standard by this renewal survey.

All ships must meet D2 standard by 8 September 2024.

2019 ✓

2017 ✓

2024 ✓

D2 STANDARD
D1 STANDARD

