

## Regulation PM-10.0: Ships' Ballast Water Management

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## Regulation PM-10.0: Ships' Ballast Water Management

### 10.1. General Requirements

1. This regulation is applicable for all ships entering PCFC/DP World ports of the Emirates of Dubai.
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.
3. All Ships shall maintain a vessel-specific ballast water management plan and train their personnel in ballast water management and treatment procedures. Sediment from the ballast tanks of foreign-bound ships shall be disposed of only in land- designated disposal sites with Trakhees' approval.
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) Information on severe outbreaks or infestations of harmful aquatic organisms which may pose a risk.
  - b) Trakhees' Port Regulations, local and federal laws and regulations, always as amended.
  - c) Port requirements including but not limited to circulars, contingency strategies, reporting, availability of shore reception facilities, fees, information that will be needed to obtain Trakhees department's Port clearance etc. always as amended.

### 10.2 Ships' Precaution for Loading Ballast

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/DPW Ports.
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.
3. All ships need to ensure that utmost care is taken to avoid taking on ballast water:
  - a) with harmful organisms and pathogens, such as toxic algal blooms.
  - b) in darkness when organisms may rise up in the water column.



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- c) in shallow water or where propellers may stir up the sediment.
- 4. All ships shall ensure that their ballast tanks are cleaned regularly and maintained free from harmful organisms and pathogens
- 5. Discharge minimal amounts of ballast water in harbour waters.

### 10.3 Ballast Water Management Plan

1. Every ship that carries ballast water shall be provided with a ballast water management plan 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
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.
3. Discharge of ship's ballast water into port reception and/or treatment facilities requires approval from Trakhees to ensure an acceptable means of control is in place.
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.
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 Trakhees - Ports officer.
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 Trakhees - Ports officers require a sample of the ballast water or sediment



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7. The master shall report to the Trakhees 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.

### 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 Trakhees 24 hrs prior entry to the port. E-mail to [ehs.ports@trakhees.ae](mailto:ehs.ports@trakhees.ae) or fax to +97148817023

### 10.5 Trakhees' Role for Ballast Uptake

1. Where required, Trakhees shall provide information regarding the availability, location, capacities of and applicable fees relevant to reception facilities that are being provided for the environmentally safe disposal of ballast water and associated sediment in the port.
2. If requested, to assist ships to avoid taking ballast with harmful organisms and pathogens, Trakhees shall inform local agents and/or the ship of areas and situations where the uptake of ballast water shall be minimized, such as:
  - a) areas with outbreaks, infestations or known populations of harmful organisms and pathogens
  - b) areas with current phytoplankton blooms (algal blooms, such as red tides)
  - c) nearby sewage outfalls
  - d) nearby dredging operations
  - e) when a tidal stream is known to be the more turbid
  - f) areas where tidal flushing is known to be poor

### 10.6 Ships' Responsibility for Loading and Discharge of Ballast Water

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.



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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.
3. Ship's agent shall ensure those Trakhees-approved shore based service providers are engaged while disposing ballast tank sediments for the environmentally safe disposal.
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.
5. Near-coastal (including port and estuarine) organisms released in mid-ocean, and oceanic organisms released in coastal waters, do not generally survive. When exchanging ballast at sea, IMO guidance on safety aspects of ballast water exchange shall be taken into account.

### 10.7 Enforcement Role of Trakhees' Port Officers

1. Trakhees' Port Officer shall inspect, verify ships ballast water management plan, treatment requirements, and related procedures and documents to ensure regulatory compliances with Trakhees' Ports requirements, applicable local, federal and international requirements.
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 Trakhees' Port Officer.
3. Trakhees' 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.
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.



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5. Trakhees' 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 Trakhees Department.

### 10.8 Safety Precautions

1. It is the responsibility of the Master/responsible officer of the ship to maintain at all time 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.
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.

### 10.9 Crew Training and Familiarization

1. The ballast water management plan shall include the nomination of key shipboard control personnel undertaking ballast water exchange at sea.
2. Ships' officers and ratings engaged in ballast water sampling at port and ballast water exchange at sea shall be trained in and familiarized with the following:
  - a) the ship's pumping plan, which shall show ballast pumping arrangements, with positions of associated air and sounding pipes, positions of all compartment and tank suction and pipelines connecting them to ship's ballast pumps and, in the case of use of the flow through method of ballast water exchange, the openings used for release of water from the top of the tank together with overboard discharge arrangements.
  - b) the method of ensuring that sounding pipes are clear, and that air pipes and their non-return devices are in good order;
  - c) The different times required to undertake the various ballast water exchange operations;
  - d) The methods in use for ballast water exchange at sea if applicable with particular reference to required safety precautions;
  - e) The methods in use for collecting ballast water sampling in Ports.
  - f) The method of on-board ballast water record keeping, reporting and recording of routine soundings.