

Sassenheim, 9-10 November 2023

Document title	German procedure on contingency measures
Code	2-10
Category	INF
Agenda Item	Feedback from Relevant Bodies, including HELCOM, OSPAR and IMO MEPC
Submission date	10.11.2023
Submitted by	Germany
Reference	

Background

This document contains a national procedure on contingency measures developed in Germany.

German procedure on contingency measures

Action requested

The Session is invited to take note of the information.

**Standardized handling of BWMS problems on D-2-Ships acc. to IMO/
„contingency measures“**

The following is agreed between German Flag State and German Federal enforcement administration:	Possible recommendations for action for ships with foreseeable BWMS functional restrictions (but without total system failure):
<ul style="list-style-type: none"> - „Contingency measures“ describe cases in which the <u>ballast water discharge</u> will not meet the standard specified in the IBWMC (→ environmental risk; see definition in BWM.2/Circ.62). - „Contingency measures“ require ships to contact the next port of call <u>in advance</u>; if the contact is established only after discharge → sanctions for any non-compliant discharge. - There is no federal regulation allowing for an approval of discharges by the administration. Port regulations may vary. - Flag administration and enforcement authorities will only regulate the discharge, not the uptake of ballast water. Therefore, there is no regulation for bypasses etc., unless the ballast water will be discharged under the jurisdiction of the same State*. It is indeed possible to give recommendations regarding the uptake. - No sanctions will be imposed if an exemption certificate has been issued by the Flag State administration. - The designated North Sea D-1 Exchange Area is for D-1 ships only, not for D-2 ships with technically impaired BWMS. The required water depth of 200 m can be met e.g. in Biscay and Norway. Both areas might be too far away to pose a valid option for ships calling German ports. Furthermore, the designated D-1 Exchange Area is only valid for INTRA-North Sea traffic and will expire in 2024. - PRF in ports are not available yet. 	<p>Uptake (*usually recommendations only):</p> <ul style="list-style-type: none"> - Request a mobile BWMS (e.g. DAMEN InvaSave) in order to ballast water the meets the D-2 requirements - Wait for tidal changes - Uptake of a minimum amount of ballast water; uptake of the remaining quantities as soon as the water quality allows (e.g. tide; change of location) - Slower uptake of ballast water + flushing of filter (requires more time) - if possible only partial use of the BWMS - Increasing the UV intensity for UV-BWMS, if relevant: switch to USCG-mode with a higher intensity - Uptake of drinking water is no equivalent to D-2 conform ballast water; it would be possible to take up the water via the BWMS (in case of chlorinated water the BWMS needs to provide a neutralisation; UV-BWMS may therefore only use unchlorinated water) <p>Discharge:</p> <ul style="list-style-type: none"> - The sequence of actions in the contingency measures plan must be adhered to. - PRF-solutions by third parties (e.g. DAMEN InvaSave) are an option, but require time in advance by the respective ship for ordering the container. Any attempts to order such a solution must be documented (and might be checked at a later stage). - Discharging ballast water (discharge) to another ship (e.g. one operated by the same company, or barges) is possible in principle. <p>Recommendation for the future:</p> <ul style="list-style-type: none"> - Upgrading the BWMS, e.g. by installing a pre-filter or supply the chlorine electrolysis BWMS externally with salt water