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Implementation of BWMS

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تفسیر قانون مدیریت آب توازن

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All respectful ICS surveyors/customers

With gratitude, respectfully,
According to necessity of implementation of Ballast Water Management System onboard the ships, and according to merchant ships tonnages, which has not been ratified by some flags, the mentioned regulation has not been entered into force, the last edited table for BWMS attached and is being sent hereby.

The document related to the above mentioned subject and also the supplementary attachments are accessible through the following address on ICS Network (ICS-WAN):

<\\server\ICS Organization\Convention and LegislationDepartment\Publication\tech\2014\11>

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کلیه بازرسان و مشتریان محترم ICS

با سلام و احترام

باتوجه به لزوم اجرای مدیریت سیستم آب توازن روی شناورها، و از آنجائیکه قانون مذکور بر اساس تناژ جهانی هنوز لازم الاجرا نگردیده است، پیوست آخرین جدول ویرایش شده ارسالی از سازمان جهانی دریانوردی در خصوص قانون مذکور، حضورتان ارسال می گردد.

این اطلاعیه فنی به انضمام پیوست‌های تکمیلی آن در بخش CLD از شبکه داخلی موسسه با آدرس ذیل قابل دسترسی می‌باشد.

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رضوان پناه

سرپرست واحد کنوانسیون ها و مقررات دریایی

موسسه رده بندی ایرانیان

ترک دعوی: اگرچه در گردآوری کلیه راهنماهای فنی ارائه شده توسط موسسه رده بندی ایرانیان تا حد ممکن تلاش در نقت و صحت محتوا صورت گرفته است، این موسسه متحمل مسئولیتی در قبال هرگونه اشتباهات ،خسارت های احتمالی و جرانی که ممکن است در ارتباط با بکار گیری مفاهیم و مطالب ارائه شده رخ دهد، نمی باشد.

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1. HISTORY:

International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, has been ratified by 38 states constituting 30.38% of the world's merchant shipping fleet up to now, and it is expected that this Convention will be effective in the year of 2015. Moreover, given the lack of availability on ballast water management system over the world, IMO had considered and discussed to amend the implementation schedule for installation of ballast water management system, and then, just previous 28th session of IMO Assembly adopted Resolution Assembly 1088(28).

2. New implementation schedule for BWM treatment :

The implementation dates in the Convention text was for an expected earlier ratification of the Convention. MEPC 65 agreed on a relaxed phase-in of the treatment standard and this was recently accepted in the 28th IMO Assembly in early December.

The adopted resolution removes the requirement of compliance with treatment standard at delivery for all existing ships, first intermediate survey is removed as one of the due dates and the compliance date has been linked to the International Oil Pollution Prevention renewal survey.

3. Table:

The Convention requires either exchange (D-1) or treatment (D-2) after entry into force. If entry into force occurs prior to 1st of January 2016, the Convention will require compliance with D-2 standard according to the schedule in the table:

Constructed year		BW capacity Cu. M	New Schedule
Before 2009		Between 1500 and 5000	1 st IOPP renewal survey after entry into force of the Convention
		Less than 1500 or bigger than 5000	1 st IOPP renewal survey after the anniversary date of delivery of ship in 2016
2009 or after		Less than 5000	1 st IOPP renewal survey after entry into force of the Convention
	Between 2009 and 2011	5000 or more	1 st IOPP renewal survey after the anniversary date of delivery of ship in 2016
	After 2011	5000 or more	1 st IOPP renewal survey after the day of the entry into force of the Convention