

# **MEMBER ALERT**



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## **ENHANCED PORT STATE CONTROL (PSC) INSPECTIONS WITH RESPECT TO DISCHARGE OF BALLAST WATER IN TURKISH WATERS**

### **Background**

The International Convention for the Control and Management of Ships Ballast Water & Sediments was adopted by consensus at a Diplomatic Conference at the IMO in London on Friday 13 February 2004. This Convention will enter into force 12 months after ratification by 30 states which represent 35 per cent of the world's merchant shipping tonnage.

The main impact of these requirements is that ballast water exchange will be phased out as an acceptable method of complying with the Convention during the period from 2009 to 2016, depending on the vessel's ballast water capacity and delivery date. After this, ballast water treatment will be the only remaining option for complying with the Convention.

### **Turkish Port State Control (PSC) action**

It has come to your Managers' attention that Turkish authorities are extending a pilot ballast waste water management program, which was previously implemented in the Iskenderun Bay (BOTAS Harbour Master area) situated on the eastern Mediterranean coast of Turkey.

This pilot program was commenced in November 2009, as a result of studies completed by the Scientific and Technological Research Council of Turkey (TUBITAK), Marmara Research Centre (MRC) and Environment Institute (EI), which concluded that Turkey and other Black Sea coastal states had experienced the deleterious consequences of the introduction of harmful organisms, transferred by ships' ballast water discharge.

Accordingly:

- Turkish Port State Control (PSC) are starting routine inspections and will begin to collect water samples from the ballast tanks of vessels which could not, or did not, complete a ballast water exchange before entering port. It is said that these inspections will be conducted without causing any undue delay and it is expected that vessels will not be detained because of ballast water management deficiencies.
- It is also required that all ships should fill in the ballast water reporting forms as provided by the ship's agent before entering port. The agents of the ships will upload these forms to the Turkish Ballast Water Reporting Web System. Ships will not be permitted to enter port without declaring the ballast water reporting forms.

Collected ballast water samples will be analyzed and, in case a threat of invasive species is determined upon such analysis, the route of the particular vessel will be classed as a high risk route. The Turkish maritime authorities will then determine further necessary action which may

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consist of banning all vessels arriving from that high risk route, ballast exchange or further treatment of ballast water.

It is therefore recommended that vessels arriving in Turkish waters take suitable precautions, which may vary due to the vessel's size, type and age, but should include, but not be limited to, the following items:

- All deck scuppers to be plugged and secured.
- Accommodation - All drains inside the accommodation, including the galley, pantry, shower rooms and toilets' to be sealed closed. All associated gate valves to be closed. Fresh water supply to be limited to designated shower rooms only with direct drainage to a sewage tank.
- Public toilet wash basins that drain directly to sea should be sealed, with the Chief Officer's signature on the sealing tape.
- All laundry rooms to be kept locked.
- A crew meeting should be held prior to arrival and instructions issued thereupon recorded.
- All drainage outlets (with the exception of main and auxiliary engine cooling overboards) to be routinely inspected for signs of discharge.
- All other over-board valves in way of the vessel's engine room and cargo holds to be shut & sealed, with numerical seals, which should require breaking in order to operate such valves. Records for such seals to be maintained and made available to the port state control officer upon request.
- Ship sanitary tank discharge valve to be closed and locked.
- Sewage/sanitary system to be closed. Ship sewage tank discharge valve to be closed and locked.
- All other direct overboard lines to be closed and sealed.
- No cleaning/washing to be made in way of weather deck.
- No painting to be made on exterior decks.
- All garbage to be kept secured.

All of the above inspections and precautions should be adequately recorded in the deck log book and made available to Turkish PSC upon request.

Members are encouraged to follow the foregoing guidance.

*Your Managers wish to thank Vitsan A.S. for the information upon which this Alert has been based.*