



REPORT OF CIC ON BALLAST WATER MANAGEMENT CONVENTION

September 1, 2021 – December 31, 2021

Section 1 Introduction

1.1 Executive Summary

From September 1, 2021 to December 31, 2021, the Caribbean MOU carried out a Concentrated Inspection Campaign (CIC) on Ballast Water Management (BWM) Convention throughout the region. This campaign involved 9 Member States and one Associate Member State of the Caribbean MOU.

This report documents the results of the campaign and was prepared by the CMOU Secretariat in conjunction with the Technical Standing Working Group of the CMOU.

During the course of the campaign, 127 port State control inspections on individual vessels were carried out. Of these PSC inspections, 115 vessels were inspected for the CIC. There were no detentions reported as a direct result of this campaign. Only one CIC inspection has been carried out on board an individual vessel.

1.2 Purpose of the report

The report documents the results of the CIC on Ballast Water Management and outlines an analysis of the results of this CIC.

1.3 Objective of the CIC

The CIC was designed get a detailed insight of the compliance with the status of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention) by ensuring that there is compliance with the requirements of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, ensuring that the Master, Officers and Crew are familiar with relevant equipment and have received appropriate training in carrying out their duties and to raise environmental awareness among the crew serving on board.

1.4 Scope of the CIC

The campaign ensured that effective procedures and measures were in place to safeguard the environment by checking all aspects of compliance with respect to Ballast Water Management Convention during a PSC Inspection. The campaign was designed to examine a specific area and not intended to detract from the normal coverage of port State control inspections. As such, the CIC was conducted in conjunction with the regular port State control targeting and inspection activities as outlined by the Caribbean MOU.

1.5 Applicability of CIC

The 2021 CIC applied to all ships which carry Ballast Water.

1.6 General remarks

For the purpose of this report:

- .1 a detention is an inspection containing one or more detainable deficiencies;
- .2 a CIC-related detention is an inspection containing one or more detainable deficiencies related to the CIC;
- .3 the tables do not take into account inspections where the CIC questionnaire was not recorded; and
- .4 only one CIC inspection was conducted on board each individual vessel during the campaign period.

Section 2

Summary analysis, conclusions and recommendations

2.1 Summary analysis

During the period from September 1, 2021 to December 31, 2021, a total of 127 Inspections were carried out within the CMOU. Of this 115 underwent the CIC on BWMI it was positive to see that there were a limited number of deficiencies identified during this CIC.

2.2 Conclusions

Reflecting on the objective of the CIC as stated in paragraph 1.3, it can be reasonably concluded from the results that the level of compliance was high as most CIC inspection reports reported satisfactory answers to the questions especially with respect to question 7 in respect to failures of the BWMS and whether appropriate measures had been taken and relevant authorities informed. It should be highlighted that PSC authorities do not seem to take a lot of samples with 86 "No's" for question 10.

2.3 Recommendations

Member States are encouraged to continue to be vigilant on the inspection of Ballast Water Management as this matter is of concern with respect to the environment. Member States are encouraged to enshrine the Ballast Water Management Convention into National Legislation to enable their PSCOs to inspect under such Convention.

Section 3

CIC Questionnaire Results

3.1 Summary of results

The total number of ships inspected and the total number of inspections performed during the CIC are presented in Table 1 below. The number of ships and the number of inspections are different because some ships have occasion to be inspected more than once during a CIC.

Table 1

	# of ships inspected during CIC*	# of inspections performed with a CIC questionnaire**	# of inspections performed without a CIC questionnaire
Total	127	115	16
Total number of detentions	2	2	0
Detentions with CIC-topic deficiencies	0	0	

* Number of individual IMO numbers

Looking at the number of inspections performed with a CIC questionnaire (**Column 2 of Table 1), the percentage of detentions that were CIC-topic related amounts to:

0%

The responses to the CIC questionnaire are summarized in Table 2

Table 2

	Yes	No	N/A	Blank	Total inspections	% unsatisfactory of total inspections
Q1	92	2	16	5	115	20.00%
Q2	92	3	15	5	115	20.00%
Q3	93	2	15	5	115	19.13%
Q4	86	6	18	5	115	25.22%
Q5	93	1	15	6	115	19.13%
Q6	66	1	43	5	115	42.61%
Q7	6	54	50	5	115	94.78%
Q8	59	1	50	5	115	48.70%
Q9	47	2	61	5	115	59.13%
Q10	19	86	0	10	115	83.48%
Q11	3	104	0	8	115	97.39%
Q12	67	1	42	5	115	-
					Average	48.33%

3.2 CIC Questions

Questions comprised in the CIC Questionnaire:

No.	Item	Yes	No	N/A
1*	Does the vessel hold a Valid International Ballast Water Management Certificate (IBWMC) is on board, based on article 9.1(a); <i>Def code: 01136</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2*	A Ballast Water Record Book (BWRB) is on board and meets the requirements of the BWM Convention, based on regulation B-2. <i>Def Code: 14802 , 14809, 14810</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3*	A ship specific Ballast Water Management Plan (BWMP) is on board and approved by or on behalf of the flag State, based on regulation B-1. <i>Def Code: 14801</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are there records of ballast water tank inspection cleaning and sediment removal in accordance with BWMP. <i>Def Code: 14805</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5*	An officer has been designated to be responsible for the BWMP and appropriate officers / crew are familiar with essential BWM procedures, including the operation of BWMS if applicable, with appropriate training and familiarization records available. <i>Def Codes: 14806</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	A visual check of the equipment and arrangements detailed in the IBWMC and the BWMP, including the Ballast Water Management System (BWMS) and available type approval information (MEPC.228(65)) if the use of one is required is satisfactory <i>Def Codes: 14807</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7*	Have there been any failures of the BWMS and if so have appropriate measures been taken and relevant authorities informed. <i>Def Code: 14807</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	The ship has taken steps to meet the ballast water performance standard described in regulation D-2 once required to do so by resolutions MEPC.297(72) and MEPC.298(72). <i>Def Code: 14803</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9*	In the case of a ship subject to the ballast water exchange standard, the BWRB indicates that the required exchange was undertaken. <i>Def Code: 14804</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Has the vessel has been subject to ballast water sampling by PSC or appropriate authorities other than Flag State within the last 3 years <i>Def Code: Not applicable for information only</i>	<input type="checkbox"/>	<input type="checkbox"/>	
11	Was the vessel subject to control action as a result of deficiencies found during this CiC	<input type="checkbox"/>	<input type="checkbox"/>	
12	The BWMS appears suitable for the operations being performed by the vessel in terms of capacity / speed of operation, salinity of water, suspended substances etc. encountered on recent voyages. Remarks;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹ The mentioned deficiencies codes are respectively for the Caribbean MOU, CMIC- and CMIS-database

3.3 Inspections by Member States

The following outlines the CIC inspections carried out by the Member and Associate Member States of the CMOU.

Member State	Number of CIC Inspection
Antigua and Barbuda	6
Bahamas	1
Belize	2
British Virgin Islands	4
Cayman Islands	1
France	2
Jamaica	18
Saint Vincent and the Grenadines	1
Suriname	3
The Netherlands	77
Total	115

*Associate Member State

3.4 Inspections by Ship Type

Of the 115 CIC inspections that took place, Oil Tankers had the highest number of inspections which was followed by Chemical Tankers. These two vessel types usually are the most prevalent vessel type trading within in the CMOU region.

Ship Type	Number of CIC Inspections
Bulk carrier	4
Chemical tanker	19
Containership	17
General cargo/multi-purpose ship	11
Offshore service vessel	2
Oil tanker	28
Other types of ship	13
Passenger ship	15
Ro-ro cargo ship	4
Tanker, not otherwise specified	2
Total	115

3.5 Inspections by RO

Lloyd's Register recorded the greater number of CIC inspections, closely followed by DNV and American Bureau of Shipping.

Recognised Organizations	Number of CIC Inspections
American Bureau of Shipping	19
Bulgarian Register of Shipping	2
Bureau Veritas	10
CONARINA LLC	3
Det Norske Veritas	22
DNV GL AS	9
International Naval Surveys Bureau	2
International Register of Shipping	2
Isthmus Bureau of Shipping, S.A.	2
KOREAN REGISTER	1
Lloyd's Register	26

Nippon Kaiji Kyokai	5
No class	1
Overseas Marine Certification Service, Inc.	2
RINA Services S.p.A.	5
Withdrawn	1
Unknown	3
Total	115

3.6 Number of Deficiencies per Category

Certificate and Documents recorded the greatest number deficiencies from all the inspections during the CIC period, closely followed by Life Saving Appliances and Pollution Prevention.

Category of Deficiency	Number
Certificates & Documentation	39
Structural condition	10
Water/Weathertight condition	8
Emergency Systems	3
Radio communication	9
Cargo operations including equipment	1
Fire safety	25
Alarms	5
Working and Living Conditions	15
Safety of navigation	3
Life saving appliances	35
Propulsion and auxiliary machinery	10
Pollution Prevention	35
ISM	1
MLC, 2006	2
Total	201

3.7 Number of Deficiencies per Sub-Category (only deficiencies occurred 3 times or more)

Operational readiness of lifesaving appliances recorded the greatest number deficiencies from all the inspections during the CIC period, closely followed by Sewage treatment plant.

Code	Deficiency	Number
11129	Operational readiness of lifesaving appliances	14
14402	Sewage treatment plant	10
01199	Other (certificates)	8
14104	Oil filtering equipment	8
01201	Certificates for masters and officers	6
07199	Other (fire safety)	6
14105	Pumping, piping and discharge arrangements	6
07108	Ready availability of fire fighting equipment	5

07115	Fire-dampers	5
08107	Machinery controls alarm	5
09298	Other (accident prevention)	5
01220	Seafarer' employment agreement SEA	4
02107	Ballast, fuel and other tanks	4
07106	Fire detection and alarm system	4
11101	Lifeboats	4
11104	Rescue boats	4
11108	Inflatable liferafts	4
01105	Cargo ship safety (including exemption)	3
01108	Load lines (including exemption)	3
01136	Ballast Water Management Certificate	3
05116	Operation/maintenance	3
13101	Propulsion main engine	3
13102	Auxiliary engine	3