BALLAST WATER MANAGEMENT

PROTECTING NEW CALEDONIA LAGOON ECOSYSTEMS FOLLOWING INTERNATIONAL REGULATIONS

More than ever, ballast water management is essential to protect our marine ecosystems from the introduction of invasive species.

WHY IS BALLAST WATER AN ISSUE?

Ballast water is used to:

- Ensure stability
- Balance the ship
- Adjust the trim

but ballast water can transport:

- Bacteria
- Larvae
- Molluscs
- Crustaceans
- Algae
- Viruses

ALL SHIPS FALLEN UNDER WM CONVENTION ARE REQUIRED TO CARRY INTERNATIONAL WATER BALLAST MANAGEMENT CERTIFICATE

IMO INTERNATIONAL MARITIME ORGANIZATION

HOW DOES BALLAST WORK?

1. Loading ballast water in port to strengthen the ship
2. International voyage
3. Arrival in New Caledonia
4. Discharging ballast water in local waters

DISCHARGING BALLAST WATER WITHOUT TREATMENT IS STRICTLY PROHIBITED IN NEW CALEDONIA (ART D-2)

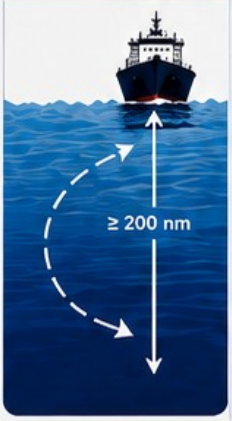
TWO REGULATORY SOLUTIONS

OPTION 1: EXCHANGE OF BALLAST WATER ON THE HIGH SEAS

- Carry it out far from coastal areas
- At a minimum distance of 200 nautical miles
- Remove at least 95% of the total volume of sediments

Two approved methods:

- Flow-through exchange
- Dilution exchange

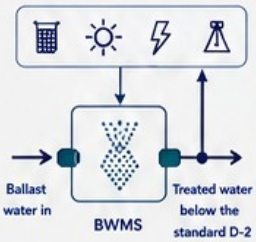


OPTION 2: TREATMENT USING BWMS (Ballast Water Management System)

Use an approved system that complies with the BWM Convention

Approved technologies:

- ✓ Filtration
- ✓ UV
- ✓ Electrolysis
- ✓ Chemical treatment



Results:

- Organisms are removed or made harmless to the treatments
- Approved in accordance with the BWM Convention

REGULATORY FRAMEWORK

- Water Ballast Management (WBM) Convention – 2004
- Decree No. 84-810 of August 30, 1994 concerning the safety of human life at sea, pollution prevention, ship safety, and social certification of ships
- Division 218 of the regulations annexed to the Order of 23 November 1987 on ship safety and the prevention of pollution.

Objective: Limit the transfer of harmful aquatic species

All ships to/from areas where invasive aquatic species exist must:

- Have a ballast water management plan
- Keep a record book
- Have an approved BWMS (BWMS if applicable)

PRE ARRIVAL OPERATIONS

The master of the ship must:

- Make a ballast water management plan declaration
- Make a ballast water plan
- Make a precise declaration:
  - Origin and volume of ballast water
  - Last port of ballast water uptake
  - Uptake method
    - If the transfer port or
    - treatment complies with standard D-2

False declarations is an offence. Offences punishable by up to one year imprisonment and/or a fine, at the discretion of the maritime court.

PORT STATE CONTROL

Maximise ship inspection under the authority may check compliance by:

- Reviewing ballast water management plans
- Checking ballast water records
- Boarding the ship
- Inspecting the BWMS
- Checking compliance with the D-2 standard (where applicable)

In the event of non-compliance, sanctions may be:

- Ship detention until compliance
- Removal of water or cargo
- Administrative sanctions

Application of sanctions provided for by Marine Affairs Code L.521-2 et seq.

In case of doubt, contact the Maritime Affairs Office.

NEW CALEDONIA: WORLD HERITAGE LAGOON

- A world-class lagoon (24,000 km²)
- Exceptional biodiversity (coral reefs, fish, mangroves...)
- UNESCO World Heritage
- A unique natural and cultural heritage (people, traditions, economic activities)

A living space to be preserved for future generations of ecosystems, our corals and human activities.

WHY COMPLY WITH THE BWM CONVENTION?

- Protect the lagoon (world-class area of 24,000 km²)
- Prevent marine pollution
- Preserve ecosystems, biodiversity, UNESCO World Heritage
- Safeguard the economy (fishing, tourism, local activities)

USEFUL INFORMATION

Applicable regulations and all related forms are available on the websites:

- The New Caledonia Maritime Inspection
- The Ministry of the Sea
- The Port Authority

Web links available at maritime inspection offices and port authorities.

THE ACTORS

- Container ships
- Tankers
- Bulk carriers
- Ro-Ro ships
- Other commercial vessels
- Captain
- Shipping Agent
- Pilot
- Maritime Affairs Inspection Service
- MRCC NC

Cooperation among all stakeholders is essential to protect the lagoon and ensure compliance with regulations.

SAFER RULES FOR CLEANER OCEAN