



Canada's Proposed Ballast Water Control and Management Regulations

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Transport
Canada

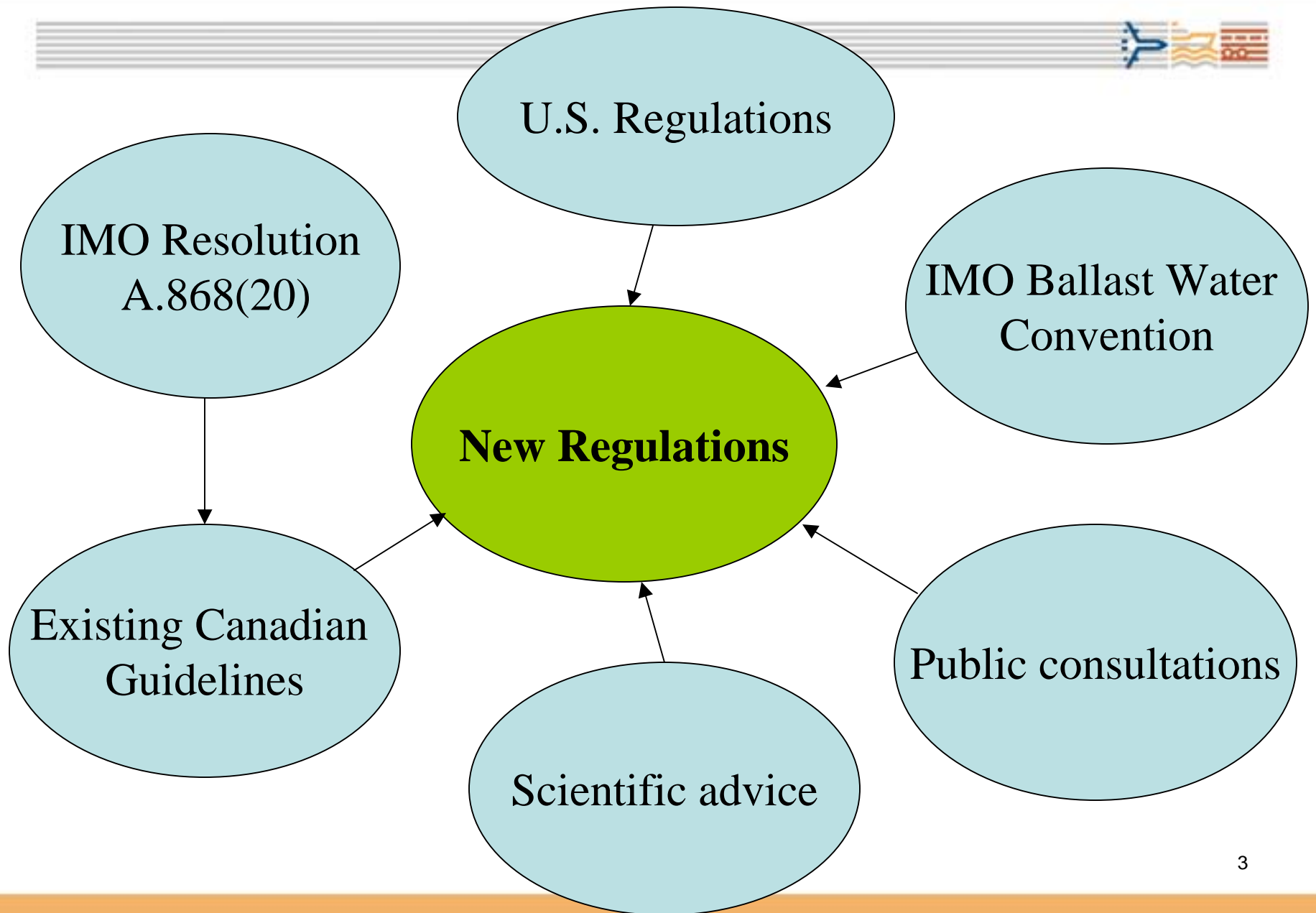
Transports
Canada

Canada



Actions to date:

- 1989: Transport Canada introduced Voluntary Guidelines for Ballast Water Exchange for ships headed to the Great Lakes
- 1991: International Maritime Organization introduced Guidelines
- 1993: US Coast Guard introduced ballast water regulations
- 1998/99: Canadian Marine Advisory Council national and regional working groups formed
- 2000: National Ballast Water Management Guidelines introduced
- 2004: International Convention for the Control and Management of Ships' Ballast Water and Sediments finalized by the IMO
- 2005: Proposed Regulations published in Part I of the Canada Gazette





Proposed *Ballast Water Control and Management Regulations*

- Application
- BW Management
- Exchange – Transoceanic
- Exchange – Non Transoceanic
- Exchange Standard
- Treatment Standard
- Sediment Disposal
- Management Plans
- Exceptional Circumstances
- Reporting



Application

All ships in waters under Canadian jurisdiction designed to carry ballast unless :

- Operated exclusively within waters under Canadian jurisdiction, the US water of GL Basin or French waters of Saint Pierre and Miquelon
- Used in search and rescue or government service
- Pleasure craft (50 m max length and bw capacity of max 8 m³)
- Permanent ballast water



Ballast Water Management

Management methods

- Exchange
- Treatment
- Discharge to a reception facility
- Retention onboard

Purpose of Management

- Minimize uptake and discharge
- Remove/render harmless



Management Not Necessary When . . .

- BW is taken on board in waters under Canadian jurisdiction, US waters of GL Basin or French water of Saint Pierre and Miquelon, unless it is mixed with BW taken on outside water under Canadian jurisdiction that was not subjected to exchange or treatment
- Emergency situations



Exchange - Transoceanic

- Ships that navigate beyond 200 nm from shore and depths >2000 m must exchange in those waters
- If going to the GL basin, St. Lawrence River or Gulf of St. Lawrence and can't exchange for safety reasons (ship/crew):
 - Notify Minister of Transport ASAP
 - From Dec 1 - May 1 may use the Laurentian Channel East of 63 degrees west longitude and in water greater than 300 m deep



Exchange – Non Transoceanic

- Applies to ships that exchange ballast water and do not navigate beyond 200 nm from shore in 2000 m depth
- Can not discharge BW unless exchanged 50 nm from shore and in waters >500 m depth
- If unable because of safety or impracticality, then exchange in an area south of 43°30' N latitude in water 1000 m deep



Exchange Standard

- 95% volumetric exchange
- Salinity of at least 30 ppt





Treatment Standard

- Treatment to the IMO standard is accepted as an option to exchange
- Treatment that does not meet the IMO standard might also be accepted, but would have to be approved on a case-by-case basis as equivalent to exchange



Sediment Disposal

- Sediment from routine cleaning of BW tanks that originates outside waters under Canadian jurisdiction is not to be discharged into the water



BW Management Plans

- Required 6 months after the regulations come into force
- Explains at least . . .
 - Description management processes & procedures for BW and Sediment
 - Safety procedures with respect to BW management
 - Coordination procedures with Canadian authorities
 - Design specifications
 - Specifics for flow through/sequential exchange
 - Responsible officer
 - BW reporting form and methods of delivery
- Not required to be approved

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Exceptional Circumstances

- Applies to ships that can not comply due to equipment failure or for safety reasons
- Inform Minister of Transport at least 96 hours (or asap) before entry into territorial sea – provide updates
- Regulation describes what criteria the Minister will consider
- Minister in consultation with Master will determine measure to be taken



Reporting

- Ballast Water Reporting Forms must be submitted by ships destined for Canadian ports as soon as possible after ballast is managed



Guide to the Ballast Water Management Regulations

- TP 13617 is now a Guide to the Ballast Water Management Regulations
- The Guide elaborates on the following:
 - Preparation of Ballast Water Management Plans
 - Procedures and considerations when conducting exchanges
 - The use of ballast water treatment systems
 - Provisions for reporting
 - Procedures for small pleasure craft and rescue vessels
 - NOBOB vessels



NOBOB Ships

- Regulations cover ballast water taken onboard vessels in waters under Canadian jurisdiction, if mixed with onboard ballast that has been taken onboard from outside Canada, US, or islands St. Pierre and Miquelon waters
- NOBOB Ships must:
 - Have residuals from properly managed BW
 - Comply with the Shipping Federation of Canada Best Management practices or;
 - Conduct a “Swish and Spit”
- Canadian NOBOB policy is considered consistent with US NOBOB policy



Next Steps

- Address domestic traffic
- Develop treatment technologies
- Develop options for non-compliant ships
- Consider incorporation of all the provisions of the IMO International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
- Risk assessments for all coasts



Conclusion

- Our Regulations are not the final solution to the issue
- The Guidelines and Regulations do provide sound first steps towards addressing the issue



Further Information

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