

Real Ballast Facts Bulletin

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New Era For Our Association!

It has been said that the only constant in life is change - and here at BEMA, we are no exception! That is why, after seven years of being focused exclusively on safe and effective management of ballast water, the BEMA Board decided to rebrand our Association as the Ballastwater **& Environmental** Manufacturers' Association! We are still **BEMA**, and with change we have greater opportunities...

This move comes just over two years after the BEMA Board decided to begin in earnest the long-planned expansion of the Association's activities beyond ballast water by beginning to actively recruit members from the biofouling management and in-water hull cleaning industry. Starting before at PPR 10 and continuing over the past twenty-two months, BEMA has welcomed many new members from this vibrant, diverse community. Also during that time, BEMA has been an active participant at the IMO through correspondence groups, papers, and directly participating in the development of the 2023 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species.

Our leadership, website and email addresses are not changing, and do not worry: we remain fully committed to and engaged in all ballast water management matters, including the Ballast Water Management Convention Review process as well as actively participating and submitting papers to MEPC sessions, corresponding with national Administrations and shipping industry associations, and engaging with the US Coast Guard on VIDA regulatory developments. This expansion of BEMA's representation simply means we are now poised and ready to participate in more discussions by bringing the crucial technical expertise of industry to even more critical topics relating to the environmental performance of shipping.

Biofouling is not the end point - it is just the beginning of a plan for holistic expansion of BEMA to support the overall environmental sustainability of the shipping industry and the work of the IMO. And we are just getting started with expanding our presence in the discussions.

So if you are a company who is interested in biofouling management and in-water cleaning, what are you waiting for? We are ready to hear your perspectives and help give you a voice at the highest levels of the conversation. And if you are in another part of the industry seeking to improve the environmental performance of shipping, let us know how we can help you amplify your voice at the IMO and beyond. A lone voice is rarely heard, but a chorus is hard to ignore.

Let BEMA help your company and your industry be hard to ignore.

Regulatory Updates & Info

★ BEMA Update on IMO

Even though MEPC 82 will not happen until late September / early October, the #BallastGeeks are already hard at work preparing for this upcoming, critical meeting.

First and foremost, BEMA is leading discussions with a broad coalition of interested stakeholders to further develop our paper on changes to components for BWMS which have already achieved type approval. This paper, published as MEPC 82/4/3 was developed based on our previous paper (MEPC 81/4/3) and through significant intersessional work with the widest possible group of stakeholders. Countries including Germany, Republic of Korea, Japan, France, and Norway as well as other NGOs like ICS worked together between MEPC sessions to collaborate and come up with compromise language designed to meet both the industry's needs as well as the regulatory needs of the various Administrations. It has been a long road, but BEMA is hopeful we can bring this matter to a successful close at MEPC 82.

BEMA is also front and center in the IMO Correspondence Group working on developing the package of amendments for the 2004 IMO Ballast Water Management Convention as part of the planned Convention Review Phase. With two rounds of recent comments under our belts, BEMA is ready for lively conversations at MEPC 82 that will prove critical to the package of Convention amendments to the BWM Convention.

If you are a BEMA member, you should already be preparing for the upcoming Member Forums ahead of, and following, MEPC 82 to stay on top of everything about the Convention Review process and progress on the approval process for modifications to a type approved BWMS. Not a member? Reach out to the Membership Committee at membership@bwema.org to find out how you can join BEMA now and never miss a critical detail!

★ IACS Update

New Cyber Resiliency Requirements Published by IACS

New IACS requirements on cyber-resilience have come into force for vessels constructed on or after July 1, 2024. These new requirements are a result of the technological evolution of vessels, ports, container terminals, etc. and their increased reliance upon technology. This reliance has created increased threats and vulnerabilities to cyber-attacks which can affect business, personnel data, human safety, the safety of the ship, and also possibly threaten the marine environment. IACS published the unified requirement (UR 27, Rev. 1) to safeguard shipping from threats by highlighting a range of continually evolving controls that need to be incorporated in equipment and systems during their design and manufacturing stages.

These common, minimum requirements are intended to deliver systems and equipment that can be described as “cyber resilient.”

For details on the specific requirements and precautions mandated under the UR, you can download it directly from the IACS website at the [LINK HERE](#).

★ USCG Update

US Congress Rules that States May Petition for Type Approval Data

On May 15, 2024, the U.S. Congress ruled via H.R. 7659 that individual U.S. states can petition the United States Coast Guard to release the raw data and reports from the type approval testing of ballast water management systems. The ruling gives states the ability to assess the types of testing undertaken, review

the results of all of the test data submitted, and verify the challenge conditions for all testing carried out under the USCG type approval testing programme. More information is available [HERE](#).

It is unknown at this time what may or may not happen as a result of these efforts, but BEMA will closely monitor the situation and be sure to give more updates as they come available!

USCG Requests Stakeholder Input for Recordkeeping & Reporting Requirements

The United States Coast Guard (USCG) published a request for input to support their policy development process for the Vessel Incidental Discharge Act (VIDA) regulations. The USCG is specifically interested in information relating to the USCG's ballast water recordkeeping and reporting regulations as well as the monitoring, recordkeeping and reporting that is required under the US EPA's 2013 Vessel General Permit (VGP). The Federal Register publication indicates that the USCG will use the information gathered "...to evaluate new and updated solutions that inform data-driven policymaking, reduce the reporting and record-keeping burden on industry and confirm environmental compliance." Details can be obtained in the [US Federal Register publication](#).

BEMA, supported by our members engaged in the Technical and External Affairs Committees, supplied our comments on July 22. Our comments focused on streamlining reporting requirements between the IMO and USCG standards, finding new, streamlined ways to get the information needed, and working with industry to develop reporting tools to ease the burden on ship's crews to complete the required reports and recordkeeping.

If you are interested in learning more about how BEMA provides input on this, and other emerging topics that shape the regulatory landscape of environmental compliance, contact BEMA's Technical Director, Mark Riggio (techdirector@bwema.org) or Secretary General, Marcie Merksamer (info@bwema.org).

Events and Meetings

★ Posidonia Meet & Greet

The weather was not the only thing heating up in Greece in the start of June - it was Posidonia time again! Posidonia is always one of the highlights of the maritime calendar, and this year was clearly no different.

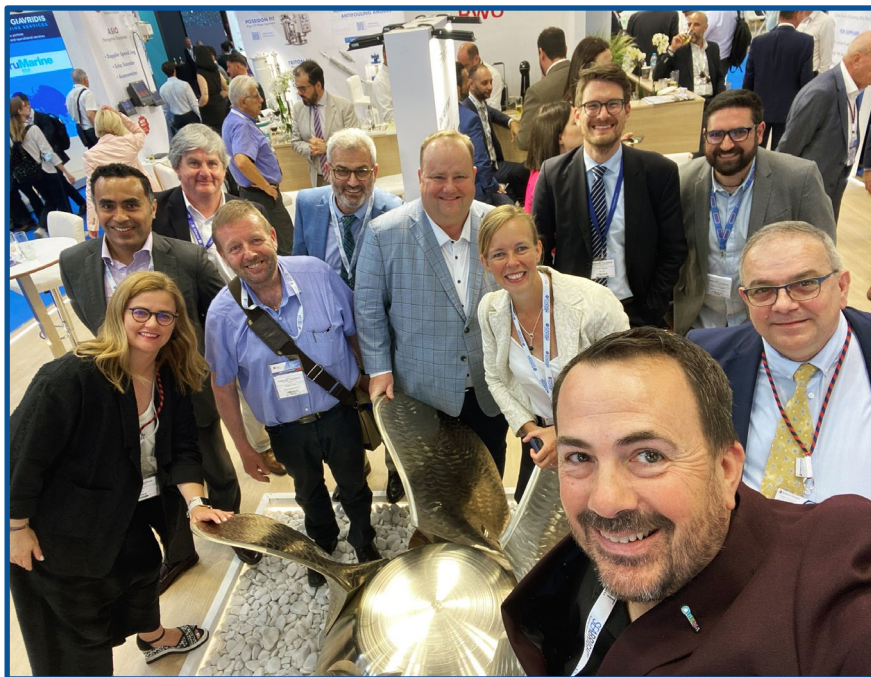
As has happened during the previous couple of Posidonia events, BEMA did not miss the opportunity to use a big gathering of the industry to get together and have a little quality time (and a lot of quality wine) together! As you can see from the pictures, a good time was definitely had by all.

Special thanks to Meet & Greet sponsor and BEMA Charter Member ERMA FIRST, who stepped forward to host the event in their home country.

If you were unable to attend, you definitely missed out! But don't fret, there will be another Meet & Greet event coming up in September during SMM. Look to your inbox for the invitation and in the meantime, here's a look at some of the Members who were able to join in the Posidonia fun!

And if you're not a member, reach out to the Membership Committee at membership@bwema.org to get information on how to become a member of BEMA to make sure you never miss out on another great party! Or complete the [online Membership Application](#).

Hopefully we will see you at SMM in Hamburg, Germany!



★ **Paris MoU Seminar for Port State Control Officers** 12 June 2024, Aix-en-Provence, France
Presented by: Maxime Dedeurwaerder (BIO-UV Group), Charlène Ceresola (BIO-UV Group), Rémi Maguet (DHI)

During a half-day seminar, BEMA members presented information and gathered experience on Ballast Water Management Regulations and Technologies to a group of nearly 40 Port State Control Officers from the Paris

Memorandum of Understanding (MoU) as well as a few representatives of the Tokyo MoU and EMSA. The session was aimed at raising awareness and knowledge in preparation for the 2025 Concentrated Inspection Campaign (CIC) of the MoUs, which will be focused on Ballast Water Management, still in the context of the IMO Experience Building Phase.

The presentation was split into 3 main parts with dedicated Q&A session for each, allowing for detailed content and good exchanges among participants:

- 1) BWM Convention background, main articles linked to PSC and recent regulatory updates from MEPC 80 and 81;
- 2) Main BWMS technologies to be encountered onboard and tips for verifying correct operation and maintenance of the equipment installed; and
- 3) Overview of sampling and analysis in the different IMO contexts (type approval, commissioning, inspection) and presentation of compliance monitoring devices (CMDs) from BEMA Membership (Luminultra, Chelsea Technologies, Microwise).

The information was well received and future collaborations between BEMA and MoUs could be envisioned, as the BWM compliance gets higher in PSC agenda.



Pictured: Maxime Dedeurwaerder (top left) (BEMA Board Member) and Charlène Ceresola (top right) (Technical and External Affairs Committees Member), both with Charter Member BIO-UV, and Rémi Maguet (bottom) of Associate Member DHI.



★ **International Conference on Aquatic Invasive Species (ICAIS 2024)** - May 12 – 16, 2024 in Halifax, Nova Scotia, Canada

BEMA was on hand in May during the recent ICAIS 2024 International Conference on Aquatic Invasive Species. The five-day event brought together the thought leaders of industry, government, and academia to

discuss the crucial problems of aquatic invasive species (AIS) transfer, technology adoption in the maritime industry, and enforcement challenges across the global landscape.

BEMA's Technical Director, Mark Riggio, attended the event on behalf of BEMA to present how the Association is working across boundaries to help advance the implementation of treatment technologies to prevent the spread of AIS. Speaking to a room full of regulators, industry leaders, and ship owners, he showed how BEMA was representing not only ballast water equipment manufacturers and support companies, but also how BEMA was being instrumental in the development and implementation of regulations covering the cleaning of hulls in water and the prevention of the spread of AIS through biofouling.

If you want to learn more about how BEMA is working both with in water cleaning companies and hull cleaning equipment manufacturers as well as the International Maritime Organization (IMO) and International Standards Organization (ISO) to develop the standards that will define how biofouling remediation is handled in the maritime industry, reach out to BEMA's Technical Director, Mark Riggio, at techdirector@bwema.org to find out!

We are always looking for more of the industry's best and brightest to join our team!



Recent & Upcoming Industry Events

Events - 2024

SMM Hamburg - September 3 - 6, 2024, Hamburg, Germany

IMarEST Marine BioSecurity Symposium - September 26 - 27, London [SIGN UP HERE](#)

IMO MEPC 82 - September 30 - October 4, 2024, IMO Headquarters, London

IMO 3rd GloFouling Partnerships Forum and Exhibition on Biofouling Prevention and Management for Maritime Industries - November 4 - 8, 2024, Busan, South Korea

Events - 2025

IMO PPR 12 - January 27 - 31 (Tentative), IMO Headquarters, London

CMA Shipping - April 1 - 3, Stamford, CT

IMO MEPC 83 - April 7 - 11 (Tentative), IMO Headquarters, London

NORSHIPPING - June 2 - 6, Oslo (60th Anniversary)

Member Spotlight

Disclaimer: The Member Spotlight expresses the opinion of the contributing Member. BEMA is not responsible for the statements nor does BEMA endorse individual persons or companies.

Each publication of the Real Ballast Facts Bulletin shines a spotlight on a featured BEMA Member. We're proud of our Members and are happy to share their accomplishments, industry developments and latest news. All BEMA Members have equal opportunity to be featured and are encouraged to contact external-affairs@bwema.org for details.

This edition's Member Spotlight is on BEMA's Charter Member Scienco/FAST.



Scienco/FAST is continuing to develop and broaden the model range for its InTank BWTS, as the market and compliance landscape also changes. Though slated to be a watershed date it is not clear that September 8th will bring immediate change to the Ballast Water Industry, the regulators or the regulated. It is hard to imagine the date will pass without a ripple, but it is beginning to look as though it may. The acute impact of this specific date may pass indiscernibly, silently bringing to an end an installation schedule initially "Finalised" in the IMO's Ballast Water Convention over 20 years ago. But things are moving, and it is unlikely compliance and discharge assessment will continue to be ships that pass in the night. This year USCG have said they will focus on ballast water compliance once again after reducing focus on the issue in 2023. Also, it is clear at least one or two discharge assessment tools will be verified by the IMO and available for PSC's for discharge assessment. Maybe most significantly the Paris MOU has committed to elevating ballast discharge compliance as a priority. To this end BEMA is helping the organisation and its member states with general BWTS information and understandings of operational characteristics for vessels using different systems. Sometimes it's hard to imagine BWT is new to anyone when in fact it is new to most. As the lead in protection from AIS is passed to enforcement and PSC's BEMA can play a pivotal role facilitating the change.

Slowly compliance will become more relevant and Scienco/FAST have invested in improving and broadening InTank to meet the challenge. After completing the required testing, InTank has switched to the Halogen amperometric TRO sensor, something both USCG and GESAMP accept. The relatively easy to use and maintain units will bring an improvement to the user experience, making InTank's TRO measurements as easy and reliable as any other in-line sensor. Potentially more significantly, InTank has expanded its range with the FITT and SuperFITT models. These are tiny, <1m², versions of the InTank Bulk Chemical (BC) units – where Sodium Hypochlorite is dosed from a tank onboard. From a separate tote for bulk storage InTank FITT can easily serve PSV's, OSV's or small cargo vessels 10-15,000DWT. SuperFITT has storage of both Sodium Hypochlorite and Neutralizer (STS) on the same small skid. An all-in-one package which we'll deliver in any color to match your Super Yacht's Livery – or even your tugboat.

Both FITT and SuperFITT are filterless, like InTank, and treat in the tank during the voyage. This brings the same operational benefits as InTank – never worrying about BW Treatment while in port. The feature of revisiting a tank during the hold time remains as well. InTank is the only BWTS which returns to the tank to check dosing and add Active Substance in the case the water is more challenging. And it is the only system to complete and verify neutralisation in the tank before discharge, putting the vessel in control of both its biological and technical (TRO) compliance.
