
4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

BWM.2/Circ.45
30 May 2013

**INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT
OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004**

**Clarification of "major conversion" as defined in regulation A-1.5
of the BWM Convention**

1 The Marine Environment Protection Committee, at its sixty-fourth session (1 to 5 October 2012), concurred with the clarification proposed by Japan (document MEPC 64/2/11) with regard to the definition of "major conversion" contained in regulation A-1.5 of the BWM Convention, and instructed the Secretariat to prepare a draft circular to facilitate the dissemination of this clarification for consideration by MEPC 65.

2 The Marine Environment Protection Committee, at its sixty-fifth session (13 to 17 May 2013), considered the proposal by IACS (document MEPC 65/2/12), agreed to include a further clarification of "major conversion" with respect to changing of ship type, and approved the text of the circular as set out in the annex.

3 Member Governments are invited to bring this circular to the attention of all parties concerned.

ANNEX

CLARIFICATION OF "MAJOR CONVERSION" AS DEFINED IN REGULATION A-1.5 OF THE BWM CONVENTION

1 Regulations A-1 of the International Convention for Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention) provides:

- "4 **Constructed** in respect of a ship means a stage of construction where:
- .1 the keel is laid; or
 - .2 construction identifiable with the specific ship begins; or
 - .3 assembly of the ship has commenced comprising at least 50 tonnes or 1 per cent of the estimated mass of all structural material, whichever is less; or
 - .4 the ship undergoes a major conversion.
- 5 **Major conversion** means a conversion of a ship:
- .1 which changes its ballast water carrying capacity by 15 per cent or greater, or
 - .2 which change the ship type, or
 - .3 which, in the opinion of the Administration, is projected to prolong its life by ten years or more, or
 - .4 which results in modifications to its ballast water system other than component replacement-in-kind. Conversion of a ship to meet the provisions of regulation D-1 shall not be deemed to constitute a major conversion for the purpose of this annex."

2 The BWM Convention does not, however, stipulate clearly whether the new installation of ballast water management systems should be treated as a "major conversion".

3 The Marine Environment Protection Committee, at its sixty-fourth session, agreed that new installation of ballast water management systems should not be treated as a "major conversion" as defined in regulation A-1.5 of the BWM Convention.

4 The Marine Environment Protection Committee, at its sixty-fifth session, with respect to paragraph 5.2 of regulation A-1, agreed that a change of ship type should be considered to refer to a conversion that:

- .1 substantially alters the dimensions or carrying capacity of the ship; or
- .2 changes the type of cargo carried through a major alteration of the ship.