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.

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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.