

GUIDE FOR

BALLAST WATER TREATMENT AUGUST 2016

NOTICE NO. 1 – June 2018

The following Changes were approved by the ABS Rules Committee on 1 June 2018 and become **EFFECTIVE AS OF 1 JUNE 2018**.

(See <http://www.eagle.org> for the consolidated version of the Guide for Ballast Water Treatment, 2016, with all Notices and Corrigenda incorporated.)

Notes - The date in the parentheses means the date that the Rule becomes effective for new construction based on the contract date for construction. (See 1-1-4/3.3 of the ABS Rules for Conditions of Classification (Part 1).)

SECTION 4 SYSTEM-RELATED AND INSTALLATION CRITERIA

7 Physical Treatment Systems

(Revise Paragraph 4/7.5, as follows.)

7.5 Inert Gas De-oxygenation Systems (1 June 2018)

The design, construction and operational criteria for a BWMS supplying inert gas to ballast tanks are to comply with 5C-1-7/25.43.1(f) to 5C-1-7/25.43.1(l), 5C-1-7/25.43.2(b) and 5C-1-7/25.43.2(e), 5C-1-7/25.43.3, and 5C-1-7/25.43.5 of the *Steel Vessel Rules*. The height of pressure and vacuum valves are to be set in accordance with 4-6-4/9.3.2(a) of the *Steel Vessel Rules*. Where inert gas is injected directly into the ballast piping, equivalent arrangements for safety, monitoring and controls specified in the aforementioned 5C-1-7/25.43 of the *Steel Vessel Rules* are to be provided as far as practicable.

Any interconnections of a shipboard inert gas system and a vendor-supplied inert gas generator intended for ballast treatment is to be subject to special consideration, and arrangements for isolation, interlocks and controls are to be submitted for review.

Additionally, any pressure loss across the treatment is not to impair or prevent the ballast water flow to the farthest ballast tank at maximum capacity. Inert gas BWMS are required to comply with all applicable criteria as specified in this Guide, the above-referenced section of the *Steel Vessel Rules*, and international regulations and standards.

SECTION 5 CONSIDERATIONS FOR OIL, GAS, CHEMICAL CARRIERS AND TANK BARGES

7 Piping System

7.3 Interconnection Considerations

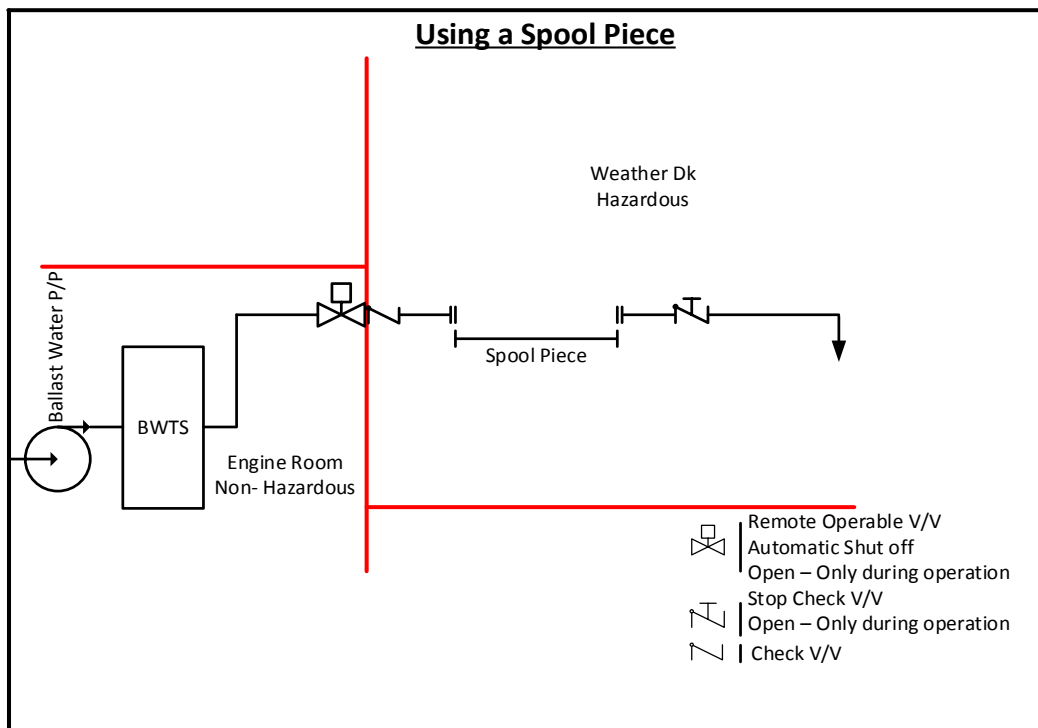
(Revise Item iv) of Paragraph 5/7.3, as follows.)

- iv) *(1 June 2018)* Where the ballast water does not need to be treated before it is discharged (except for neutralization), the arrangements for stripping eductors situated in the cargo area using water power from the machinery spaces are to comply with the applicable arrangements required in A4/3, A4/5, A4/6 or A4/7 of this Guide. See 5C-9-3/5.1 of the *Steel Vessel Rules* for chemical carriers and 5C-1-7/5.3.2(c) of the *Steel Vessel Rules* for oil carriers.

APPENDIX 4 BWMS IN A NON-HAZARDOUS AREA SERVING BALLAST TANKS IN A HAZARDOUS AREA

(Add new Subsection A4/6, as follows.)

6 Using a Spool Piece (1 June 2018)



6.1 Non-hazardous Area

A remote operable valve is to be installed in the ballast piping leading to the ballast tanks in the cargo area. This valve is to be located just aft of the forwardmost bulkhead between the hazardous weather deck area and the non-hazardous area.

6.3 Hazardous Area

A check valve is to be installed where the discharge piping exits the engine room. This valve is to be located in the hazardous area just forward of the forwardmost bulkhead between the hazardous weather deck area and the non-hazardous area.

A spool piece is to be removed when the BWT is not in use to prevent the passage of vapors from entering the ballast piping in the non-hazardous area and is to be installed outside the engine room in the hazardous area. Also, the locked stop check valve may be kept open only during operation of the BWMS.

The remote operable valve, the ballast water pump and the BWMS are to be automatically shut down/closed in the case of loss of power, or upon detecting hydrocarbons or other flammable and/or toxic vapors, as applicable, in the ballast tanks and/or pump room. Depending on the BWMS used, the BWMS are to be automatically shut down/closed upon detection of hydrogen gas in the ballast tanks, if applicable.