

Dates of entry into force of the Ballast Water Management Convention

Ballast Water Capacity	Date of construction of ship ^{4,5}				
	Before 2009	2009	2009 – 2011	2010 or later	2012 or later
< 1500 m ³	<ul style="list-style-type: none"> • Ballast water exchange or treatment until 2016¹ • Ballast water treatment only after 2016¹ 	<ul style="list-style-type: none"> • Ballast water exchange or treatment until 2011³ • Ballast water treatment only from 2011³ 		<ul style="list-style-type: none"> • Ballast water treatment only 	
1500 – 5000 m ³	<ul style="list-style-type: none"> • Ballast water exchange or treatment until 2014² • Ballast water treatment only after 2014² 	<ul style="list-style-type: none"> • Ballast water exchange or treatment until 2011³ • Ballast water treatment only from 2011³ 		<ul style="list-style-type: none"> • Ballast water treatment only 	
> 5000 m ³	<ul style="list-style-type: none"> • Ballast water exchange or treatment until 2016¹ • Ballast water treatment only after 2016¹ 		<ul style="list-style-type: none"> • Ballast water exchange or treatment until 2016¹ • Ballast water treatment only after 2016¹ 		<ul style="list-style-type: none"> • Ballast water treatment only

Table 1 Dates of entry into force of the Ballast Water Management Convention

- 1 The ship shall conduct Ballast Water Management that at least meets the standard described in Regulation D-2 (i.e. treatment) not later than the first intermediate or renewal survey, whichever occurs first, after the anniversary date of delivery of the ship in 2016.
- 2 The ship shall conduct Ballast Water Management that at least meets the standard described in Regulation D-2 (i.e. treatment) not later than the first intermediate or renewal survey, whichever occurs first, after the anniversary date of delivery of the ship in 2014.
- 3 The ship shall conduct Ballast Water Management that at least meets the standard described in Regulation D-2 (i.e. treatment) not later than the second annual survey, but not later than 31 December 2011.
- 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 percent 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 percent or greater, or

.2 which changes 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.