

## **Impact of the implementation of the D-2 standard of the Ballast water treaty on Port Operations in Rotterdam**

The Port Authority's core tasks are to develop, manage and exploit the port in a sustainable way and to deliver fast and safe services for shipping.

The Ballast Water Treaty entered into force on September 8<sup>th</sup> 2017 . On September 8<sup>th</sup> 2024 the final step in this Treaty will enter into force: the D-2 Standard will become applicable to all ships. The D-2 standard specifies the maximum amount of viable organisms allowed to be discharged, including specified indicator microbes harmful to human health. This has been communicated by IMO ([BWM Convention and Guidelines \(imo.org\)](#))

In summary, after September 8<sup>th</sup> it is no longer allowed to perform ballast water exchange (D-1 standard) in BW exchange area's. All discharges of Ballast water must be treated or disposed to a BW treatment facility or Port Reception facility.

There is one exception: if ships are operating in challenging waters there may be other solutions. See also (MEPC.387(81))

The Port of Rotterdam Authority aims to enhance the port's competitive position as a logistics hub and world-class industrial complex. Not only in terms of size but also in terms of quality.

### **Impact on port operations**

#### **(De-) Ballasting**

If the Ballast Water Treatment Installation is not working properly, the master of the vessel should as soon as possible alert Port State Control via the ships agent.

In the Port of Rotterdam there are several solutions for handling problems with the discharge of ballastwater (of taking in ballast water for that matter). However these solutions will cost time. So the sooner the authorities knows the state or kind of problems the ship has, the sooner a solution may be provided for.

Useful contacts:

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