



ANNEX V
Permits

- A.** Water ballast discharge to be in accordance with International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM).
- B.** According to the adopted arrangements for BWM in the Mediterranean region:
- C.** Every vessel calling at a port within the Mediterranean Sea area is required to have on board a Ballast Water Management Plan (Plan) complying with the requirements of the "Guidelines for Ballast Water Management and Development of Ballast water Management Plans" (IMO Resolution MEPC.127(53)) and to keep a record of all ballast water operations carried out. The Plan shall be specific to each ship and shall provide detailed procedures and descriptions of all the actions to be taken in order to implement the BWM practices required by the Convention. The Plan should also identify the officer in charge of ballast water management and outline his/her duties in order to ensure that the procedures in the Plan are followed.
- D.** Sediments collected during cleaning or repair of ballast tanks should be delivered to appropriate reception facilities in ports and terminals or be discharged more than 200 nautical miles from the nearest land when the ship is sailing in the Mediterranean Sea area.

Trade / Operation	Where to undertake ballast water exchange
i. Ships entering or leaving the waters of the Mediterranean Sea area from or the Atlantic Ocean (Straits of Gibraltar), or from or to the Indian Ocean through the Red Sea (Suez Canal)	Before entering or after leaving the Mediterranean Sea area; at least 200 nautical miles from the nearest land and in waters at least 200 meters in depth
ii. Ships in situations not allowing for ballast water exchange as described in (i) above, e.g., to avoid delays or deviations from a ship's intended voyage or for safety reasons	Before entering or after leaving the Mediterranean Sea area; as far from the nearest land as possible, and in all cases in waters at least 50 nautical miles from the nearest land and in waters of at least 200 meters depth
iii. Ships engaged in traffic between: <ul style="list-style-type: none"> • ports located within the Mediterranean Sea area; or • a port located in the Black Sea area and a port located in the Red Sea area; or • a port located in the Black Sea area and a port located in the Mediterranean Sea area; or • a port located in the Red Sea area and a port located in the Mediterranean Sea area 	As far from the nearest land as possible, and in all cases in waters at least 50 nautical miles from the nearest land and in waters of at least 200 meters depth
iv. Ships in situations not allowing for ballast water exchange as described in (iii) above, e.g., to avoid delays or deviations from a ship's intended voyage or for safety reasons	Areas designated by the port State for that purpose



- There are two ballast water management standards (D-1 and D-2).
- The D-1 standard requires ships to exchange their ballast water in open seas, away from coastal areas. Ideally, this means at least 200 nautical miles from land and in water at least 200 meters deep. By doing this, fewer organisms will survive and so ships will be less likely to introduce potentially harmful species when they release the ballast water.
- The D-2 standard specifies the maximum amount of viable organisms allowed to be discharged, including specified indicator microbes harmful to human health.
- From the date of entry into force of the BWM Convention, all ships must conform to at least the D-1 standard; and all new ships, to the D-2 standard.
- Eventually, all ships will have to conform to the D-2 standard. For most ships, this involves installing special equipment to treat the ballast water.
- IMO Member Governments, meeting in the Marine Environment Protection Committee (MEPC), have agreed an implementation timetable for existing ships, linked to the ship's International Oil Pollution Prevention Certificate (IOPPC) renewal survey.
- In essence, the schedule for implementation which has been agreed by the MEPC means that compliance with the D-2 standard will be phased in over time for individual ships, up to 8 September 2024. Over time, more and more ships will be compliant with the D-2 standard.

ANNEX V (1)

Reports

Damages

- 1) When crew notices any stevedore damage, they must inform the port captain immediately. The port captain will inspect the damage and he will proceed with the necessary actions.
- 2) In case the vessel is not notified within 12 hours after the occurrence of the damage regarding the plan on their rectification, the Master shall have the right to submit damage report and letter of complaint through the agent.

Hold inspection

- 1) Before loading or discharging operation commences, Port Captain will inspect the cargo holds.
- 2) Cargo holds' condition must be prepared in Grain Standards (No rust flakes, no paint flakes, No Cargo residues, Cargo hold Bilges Clean And Dry).
- 3) If required by the C/P, at the end of the Loading, ramnek or polyurethane foam must be applied to hatch covers, joints, and cement holes before ship's departure.
- 4) An inspection will be carried out from the Port Captain.



ANNEX V(2)
Documentation before ships arrival
Application for berth
(to be completed at all cases)

Vessel name :		IMO number :		
Flag :	P&I Club name :			
Last Port :		Next Port :		
LOA :		LBP :		
BEAM :		Συμμόρφωση με ISSC: NAI / OXI		
Last three (3) cargoes :		Ballast Condition : FULL / PART / NO BALLAST		
Ballast Deficiencies : YES / NO		If Yes details :		
Draft information				
	Forward	Mid	Aft	Displacement
Arrival				
Departure				

How much time the vessel needs from the All Fast to be ready in all respects to start the loading-discharging _____

If any twin deck into the hold advice time for the shifting _____



YES NO

Cargo Undertow:

	Hach cover No1	Hach cover No2	Hach cover No3	Hach cover No4	Hach cover No5	Hach cover No6
Type : Folding Pontoon / other						
Time to Open in min						
Time to close in min						

	Hoisting speed at low / tons	Hoisting speed at high / tons	All modes operative	If NO details
Crane 1			YES / NO	
Crane 2			YES / NO	
Crane 3			YES / NO	
Crane 4			YES / NO	



ANNEX V (3)

Port instructions / regulations for stevedores

- 1.** Crane limit switches must be operational.
- 2.** If there are any functional deficiencies, these must be discussed between Vessel and Port Captain.
- 3.** Please confirm the expiry date of your cargo gear certificates.
- 4.** Loading / unloading equipment shall be clearly marked so that they may be cross checked with the vessel's certificates during the testing and inspection.
- 5.** A fire extinguisher suitable for electrical fires shall be placed in the cabin of each crane.
- 6.** A suitable driver's seat fitted with a backrest and secured to the floor, installed in each crane.
- 7.** An electric fan blower system must be fitted to supply cooling air to the crane operator.
- 8.** A heater system must be fitted to supply hot air to the crane operator.
- 9.** The access lights to the cranes inside and outside to be in operation during all working hours.
- 10.** The access to the operator's cabin and all ladders must comply with all safety regulations.
- 11.** Cargo holds entrances to be free of obstructions and free of oily residues.
- 12.** The crane windows must be clean with no oily residues on walkways or access ways.
- 13.** Accommodation ladder must be rigged with a safety net, sufficient light, a lifebuoy one meter above the water and not to be passed over the ship-loaders and crane's railways.
- 14.** Master is responsible at all times for the safe loading or unloading of the ship according to A 862.20 of IMO.
- 15.** It is Master's responsibility to keep cargo holds protected from the drop of any foreign objects. Master is therefore instructed to inform crew and officers accordingly.



In case of loading – discharging by ships means
(to be completed in case of loading-dicharging by ships means only)

(Select)

- | | YES | NO |
|---|--------------------------|--------------------------|
| A. Vessel is ready in all respects to load-Discharge
almn- pipes-coils-plates load-discharge port. | <input type="checkbox"/> | <input type="checkbox"/> |
| B. All cranes are operational and in good working order. | <input type="checkbox"/> | <input type="checkbox"/> |

Cargo gear register (comment)

- A. Cargo gear register – date of
last annual survey.

- B. Please send copy of page from Cargo Gear Register
showing annual and 5 yearly survey date stamps.

YES NO

Cargo blocks (comment)

(select)

- | | YES | NO |
|---|--------------------------|--------------------------|
| A. Swivels rotate freely | <input type="checkbox"/> | <input type="checkbox"/> |
| B. No grooves in the sheaves | <input type="checkbox"/> | <input type="checkbox"/> |
| C. Shackle bolts all have split pins inserted | <input type="checkbox"/> | <input type="checkbox"/> |
| D. No excessive wear on cargo blocks shackle | <input type="checkbox"/> | <input type="checkbox"/> |
| E. All hooks have working safety latches | <input type="checkbox"/> | <input type="checkbox"/> |



- F. Block number matches gear certificate
- G. Send photo of crane blocks (front & side view)
- H. Manufacturer/type of block _____
- Crane runner wires (comment)** _____