The Swedish Transport Agency's Code of Statutes

Regulations amending the Swedish Transport Agency's regulations and general recommendations (TSFS 2022:19) on the management and control of ships' ballast water and sediment;

TSFS 20[Year]:[No]
Published
on [Select a date]

MARITIME TRANSPORT

adopted on [Select a date].

The Swedish Transport Agency stipulates[1], with reference to Chapter 1, Section 4 of the Ballast Water Ordinance (2017:74), that Sections 2, 14, 16 and the appendix to the Agency's regulations and general recommendations (TSFS 2022:19) on the management and control of ships' ballast water and sediments shall be worded as follows.

[2]**Section 2 For the purposes of these regulations, the following definitions shall apply:**

ballast water management	mechanical, physical, chemical and biological process carried out either separately or in combination to remove, render harmless or avoid the intake or release of harmful aquatic organisms and pathogens into ballast water and sediment;
ballast water tank	tank, hold or space used for ballast water;
electronic journal	device or system approved by the Swedish Transport Agency and used instead of a paper-based journal for the electronic recording of data on measures relating to the ship's ballast water in accordance with applicable requirements;
IMO	The International Maritime Organization;
search and rescue vessel	*SAR unit* at sea
SAR unit	a mobile resource composed of trained personnel who have the equipment to carry out fast and effective search and rescue operations.

[1] See Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services.
[2] Corresponds to parts of Article 1, Reg. A-1. The amendment also means that the definitions of ballast water, ballast water capacity, gross tonnage, ship, shipowner, sediment, and harmful aquatic organisms and pathogens are deleted.

Otherwise, terms used in these regulations have the same meaning as in Chapter 1, Section 6 of the Ballast Water Act (2009:1165).

Section 14[3] The ballast water journal may be in electronic form or be integrated in another journal or system. The ballast water journal shall contain at least the information set out in the Annex. Electronic ballast water journals shall be approved by the Swedish Transport Agency.

General recommendations
When designing and using electronic journals, the IMO guidelines on the use of electronic journals under the BWM (MEPC.372(80)) should be taken into account.

Section 16[4] Each entry in the ballast water journal shall be signed by the official responsible for the ballast water operation in question, and each completed page or group of electronic entries shall be verified and signed by the master without delay.

The entries in the ballast water journal shall be written in the working language of the ship. If it is not English, French, or Spanish, the entries shall contain a translation into one of those languages.

Where entries are made in one of the official languages of the flag State, such entries shall take precedence over the translation in the event of a dispute or discrepancy.

This statute shall enter into force on XX XX 2026.

On behalf of the Swedish Transport Agency

JONAS BJELFVENSTAM

Erland Lettevall
(Civil Aviation and Maritime Department)

[3] Corresponds to Reg. B-2.1.
[4] Corresponds to Reg. B-2.3 and Reg. B-2.5.

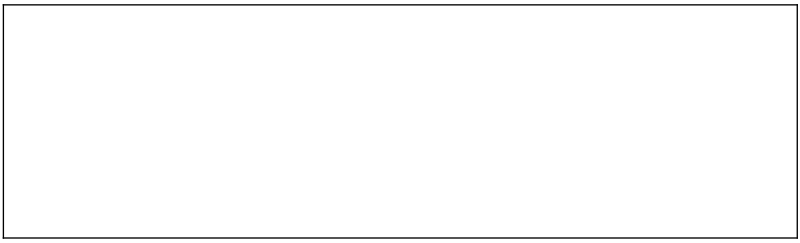
Publisher: Kristina Nilsson, Swedish Transport Agency, Norrköping ISSN 2000-1975

Annex. Contents of ballast water journal

The information to be provided in the ballast water journal is indicated in the form below (corresponds to Appendix II of the Ballast Water Management Convention).

Name of vessel:
IMO number, in figures or letters:
Gross tonnage:
Flag:
Total ballast water capacity in cubic metres (m^3):
Ballast water management certificate number:
Period: from (date) to (date)

Sketch of the vessel showing ballast water tanks. The sketch shall be designed in accordance with the ballast water management plan, and include any multifunctional tanks and spaces or sections intended for the transport of ballast water. The sketch of the tanks shall show the integrated system and shall be included in the ballast water journal:



Introduction

According to Reg. B-2 of the Annex to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, records shall be kept of each ballast water operation. This applies to operations in which the ballast water is discharged at sea or delivered to a receiving facility.

Ballast water shall be managed in accordance with an approved ballast water management plan and taking into account the guidelines developed by the IMO.

Entries in the ballast water journal shall be made in accordance with any guidelines that may be developed by the IMO.

Times shall be specified with both the date and the time. The volume of ballast water on board shall be estimated in cubic metres (m^3). The water depth where the operation ends shall be indicated in metres (m).

Entries in the ballast water journal

Entries in the ballast water journal shall be made at the following times (A–H):

(A) Where ballast water is taken in from the surrounding aquatic environment, provide the following information:

1. Start time and location (port of intake or latitude and longitude).
2. End time and location (port of intake or latitude and longitude and minimum water depth at the intake).
3. Identity of the tanks concerned.
4. Estimated intake volume and final total water volume in the ballast water tank.
5. Whether the intake was made in accordance with the ballast water management plan.
6. Ballast water management method.

(B) Where ballast water is discharged into the surrounding aquatic environment, provide the following information:

1. Start time and location (port of discharge or latitude and longitude).
2. End time and location (port of discharge or latitude and longitude and minimum depth of water at release).
3. Identity of the tanks concerned.
4. The estimated volume of the release and the final total volume of water in the ballast water tank.
5. Whether the release has been made in accordance with the ballast water management plan.
6. Ballast water management method.

(C) Where ballast water is shifted, treated by internal circulation or treated in tanks, provide the following information:

1. When ballast water is shifted

1. Start time and location (latitude and longitude).
2. End time and location (latitude and longitude).
3. Minimum distance from the nearest land and minimum water depth (metres) at the shift or, if applicable, the designation of the area specifically established for ballast water shifts pursuant to Chapter 2, Section 10 of the Ballast Water Ordinance (2017:74).
4. Whether the operation was carried out in accordance with the ballast water management plan, and the method used (sequential, flow-through or dilution).
5. Identity of the tanks concerned.
6. Total volume of shifted ballast water and final total volume on board.
7. Management method for ballast water taken in.

2. When ballast water is treated by internal circulation or treated in a tank.

1. Start time.
2. End time.
3. identity of the tanks concerned (if applicable, indicate the source and reception tanks).
4 Total volume of ballast water treated (through circulation or in tank).
5 Ballast water management method.

(D) Where ballast water is taken in from or delivered to a receiving facility, provide the following information:

1. Start time and location of intake or delivery and the name of the facility.
2. End time.
3. Operation carried out (intake or delivery).
4. Identity of the tanks concerned.
5. Total volume of ballast water taken in or delivered and final total volume on board.
6. Whether the operation was carried out in accordance with the ballast water management plan.
7. Method for ballast water management on board.

(E) In the event of accidental release or accidental ingress, or other exceptional intake or release of ballast water, provide the following information:

1. Start time and location (port or latitude and longitude) of the ingress, intake or release.
2. End time.
3. Type of event (ingress, intake or release).
4. Identity of the tanks concerned.
5. Total ballast water volume.
6. Circumstances of the ingress, intake, release or loss, as well as the cause, management method (if any) and general comments.

(F) Faults and malfunctions[5] in the ballast water management system, provide the following information:

1. Time and location (port or latitude and longitude) of the system failure.
2. Operation carried out (intake or release).
3. Description of the problem (e.g. alarm or other circumstances).
4. Time and location (port or latitude and longitude) when the system started functioning again.

[5] Faults and malfunctions include operational faults, shutdowns or critical alarms that indicate a fault in the management system and that may indicate a non-conformance with the standard according to Reg. D-2 (except for routine information and warnings).

(G) Cleaning and flushing of ballast tanks, removal and disposal of sediments, provide the following information:

1. Start time and location (port or latitude and longitude) for cleaning and flushing, or the removal or disposal of sediment.
2. End time and location (port or latitude and longitude) for cleaning and flushing, or the removal or disposal of sediment.
3. Identity of the tanks concerned.
4. In the case of delivery to a receiving facility, indicate the volume and the name of the facility.
5. When emptying or releasing into the aquatic environment according to the ballast water management plan: indicate volume, minimum distance from nearest land and minimum water depth.

(H) Additional operational procedures and general comments.

Entries on ballast water operations
Example of a page in the ballast water journal.
The occasion and task refer to the list above in the appendix.

Name of vessel:

Signal letters:

Date	**Occasion (letter)**	**Entry (number)**	**Note of operations and signature of the responsible official**

Signature of the master of the ship