

Get an early start to be compliant with the Ballast Water Discharge Standards

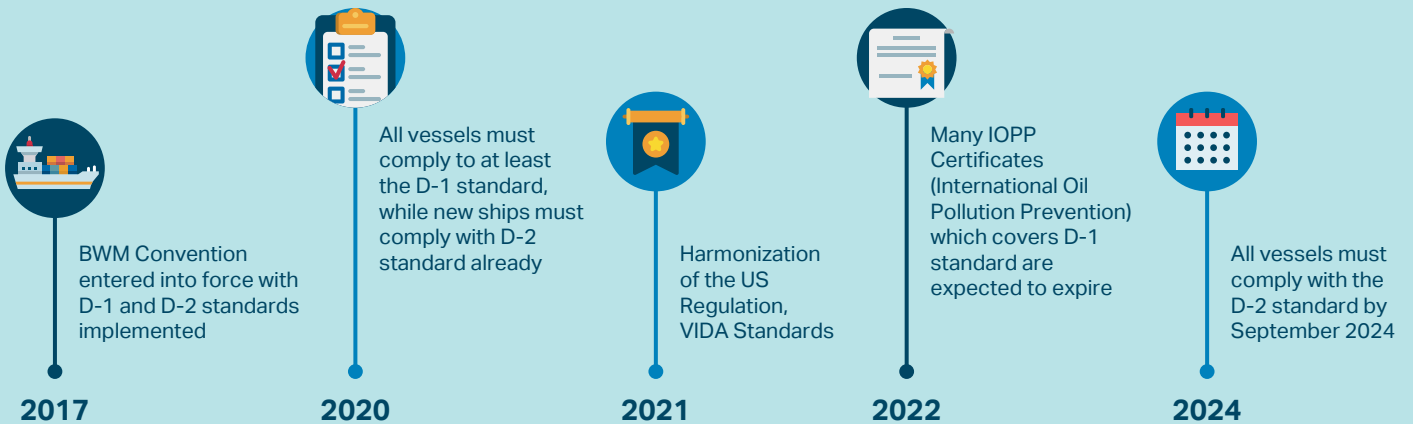
Over 90%
of global trade is carried by sea.

It is estimated that vessels transport ten billion tonnes of ballast water worldwide each year. Ballast water discharges by ships can have a negative impact on the marine environment.

The Ballast Water Management (BWM) Convention, administered by the International Maritime Organization (IMO), was implemented in 2017 to regulate ballast water discharge and reduce the risk of transferring non-native aquatic species into the sea. Today, all ships in operation are required to manage their ballast water and sediments to both D-1 and D-2 discharge standards outlined in the BWMC regulation.



Invasive Species



How do ship owners and operators comply?

Ship owners and operators must manage their ships' ballast water discharges according to a ship-specific ballast water management plan to comply with the discharge standards. Early compliance with the regulation should begin with a holistic approach of selecting a type-approved Ballast Water Treatment System (BWTS) as a primary disinfection medium and the effective use of treatment chemicals to keep the ballast water tanks and system in control.

For ship owners, establishing and deploying adequate onboard monitoring and management practices are vital to compliance, maintaining asset integrity, and reducing total cost of operation.

Benefits of our Ballast Water Management Treatment Solution



Convenience



Standardization



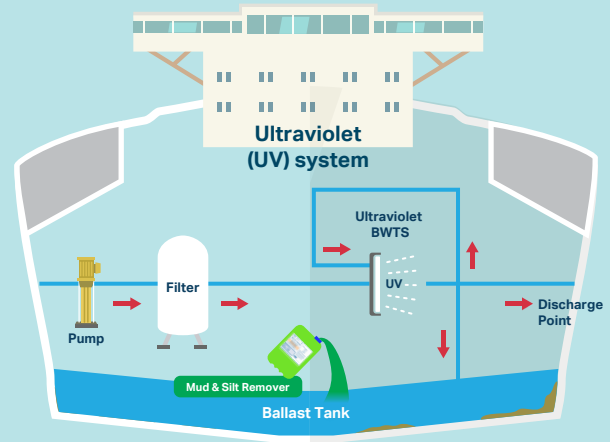
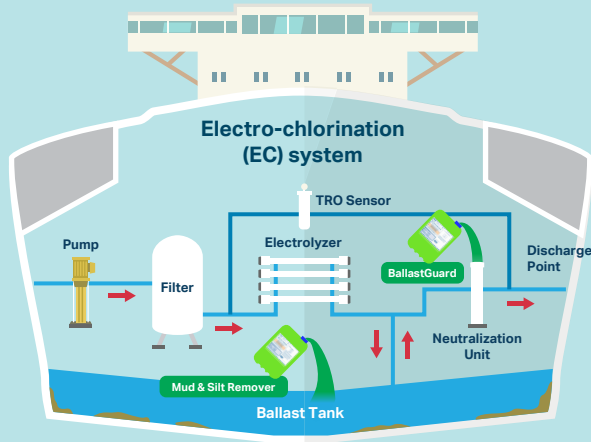
Cost Control



Marine Environment Protection

Why TREAT and REMOVE?

Currently, many ballast water treatment technologies are available in the market. According to a Clarkson Research report, the two most common type-approved ballast water treatment technologies are the Electro-chlorination (EC-based) and Ultraviolet (UV-based) systems.



Problem

Chlorine is used in Electro-chlorination (EC) systems to remove harmful biological organisms. Residual chlorine is harmful to aquatic ecosystems and must be removed before discharging ballast water.

Solution

The Nalfleet™ BallastGuard range of dechlorination chemicals can effectively remove any excess residual chlorine before the ballast water is discharged.



Problem

The loading of ballast water over time results in the deposition of mud, silt and sediments in the ballast tanks. When left untreated over time, this can cause problems when emptying the tank.

Solution

The Unitor™ Mud & Silt Remover helps minimise operational challenges by reducing the hard compact sedimentation layer accumulation in the ballast tank which can be a breeding ground for biological organisms.



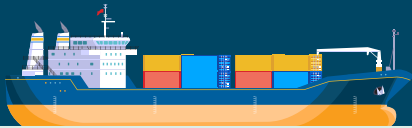
Why TEST and MONITOR?

To comply with the D-2 standard, ballast water samples are sent from ships to onshore labs for certification.

Having test kits on board gives you the convenience of conducting biological sample testing during voyage and before the next discharge.

Without indicative testing, it is difficult to ascertain if your ship's ballast water conditions will meet the required standards. Failing lab tests means you will have to go through the entire process of sampling and lab testing before the ship is ready to sail again.

Add to that the extra time you'll need to treat the ballast water and we're looking at significant delays that ships typically cannot afford.



Solution

Nalfleet™ Ballast Water Test Kit range is designed to be used on the vessel for routine indicative and operational testing and used to supplement 3rd party laboratory verification analysis.



Ballast Check 2 Test Kit



Potable Water Test Kit



Total Residual Oxidant (TRO) Test Kit

Let's do our part to reduce the impact of ballast water discharge on the marine ecosystem.

Be an early starter in complying with the Ballast Water discharge standards and achieve better cost efficacy and operational condition in your ballast water systems.

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