



PORT OF FUJAIRAH

Document Title:	DE-BALLASTING AT FUJAIRAH OFFSHORE ANCHORAGE AREA (FOAA) CHECKLIST	Revision No.:	1
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De-ballasting at Fujairah Offshore Anchorage Area (FOAA) Checklist

Name of Ship	Type of Ship	
IMO No	Flag	
Date of Intended Operation	Location of Discharge	
Tanks Intended for De-ballasting		
Purpose of Operation		
Total Ballast Water Capacity in CBM	Total no of Ballast tanks	
Ballast water intended to discharge in CBM	No of tanks to discharge	
Main ballast water management method(s):		
D-1 (ballast water exchange method):		
D-2 (ballast water treatment type):		
Is ballast water treatment operational	If No attach Documents as mentioned below in (3)	
Sampling for compliance with the exchange standard (Regulation D-1/D-2) available?	YES	NO
IMO BWM.2/Circ.62 on "Guidance on contingency measures under the BWM Convention" incorporated in BWMP and approved by relevant Recognized organizations in case BWTS fails.	YES	NO

REQUIRED DOCUMENTS

1	D-1 Required Documents	1). ROPME-Ballast Water Reporting Form 2). Lat/Long with depth and distance from shore for start and end position of Ballast Exchange 3). International Ballast Water Management Certificate (IBWMC)	
2	D-2	Vessel has permission to use BWTS (Ballast Water Treatment System) without needing approval from the Port Authority. However, it should be noted that the Port Authority retains the right to request evidence of BWTS operation and BWMP (Ballast Water Management Plan) entries.	
3	IF BWTS INOPERATIONAL Required Documents	1) Required documents as mentioned in D-1 for Cargo & non-Cargo related De-ballasting Ops 2). Permission from Harbour Master 3). Dispensation Letter from Flag 4). Short-term International Ballast Water Management Certificate (IBWMC)	

Preparation & Precaution

Item	YES	NO	NA
The operation must be carried out in accordance with the BWMP.			
Before de-ballasting operations, the tanks intended for de-ballasting must be manually sounded to confirm the absence of any oil traces or signs.			
The tanks intended for de-ballasting must be visually inspected before operations, such as through manholes or ventilation pipes.			
Check for any unusual or suspected smells coming from ventilation heads or sounding pipes of ballast tanks intended for de-ballasting.			
Personnel involved in the operations must be provided with reliable means of uninterrupted communication, such as the Chief Officer, Duty Engineer, or an observer assigned to monitor overboard discharges and surfaces during operations.			
The Duty Engineer must be instructed to observe the discharge of ballast pumps and BWTS during operations and immediately stop the systems if any contamination is noticed or reported.			
The Ballast Water Management Officer must ensure that the Ballast Water Record Book and any other necessary documentation and forms are kept up-to-date.			

Master Declaration & Signature

I, the undersigned Master of the Vessel, hereby declare that the specified safety precautions will be rigorously followed during the De-ballasting operation. Furthermore, the rules and regulations of the Port of Fujairah, as outlined in NTM 148, will be fully complied with.			
Name of Master:		Signature with Stamp:	Date: