WEBINAR

WEDNESDAY 15 JULY
14:30-15:30 BST

The regulatory countdown:
What PPR 14 means for your fleet

Supporting organisation

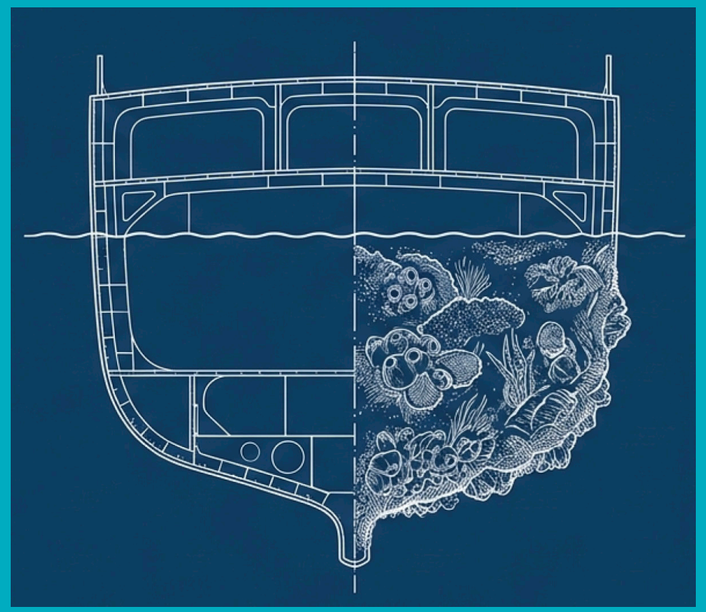
BEMA
Ballastwater & Environmental Manufacturers' Association

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MARITIME ENVIRONMENTAL PROTECTION

WEBINAR

THE COST OF INACTION: **HULL BIOFOULING**



+40%
Fuel Penalty

Increased hydrodynamic drag severely impacts voyage economics and baseline fuel burn.

Degraded CII Rating

Fuel inefficiency directly undermines carbon intensity indicator ratings – the definitive metric by which global fleets are now commercially judged.

For more information: edwin.lampert@rivieramm.com

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WEBINAR

THE COUNTDOWN TO BINDING REGULATION

The decisions taken at PPR 14 will shape the maritime market for a decade

March 2026

ISO 6319:2026 Published

The first global baseline forin-water hull cleaning is established.

22 Jan 2027

The Biofouling Management Workshop

Industry alignment and strategic preparation

25 Jan 2027

IMO PPR14 Opens

Biofouling reaches the top of the agenda

Target 2029

Binding Instrument Enforced

Global regulatory mandates take effect

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THE ESSENTIAL PRE-SESSION INDUSTRY BRIEFING:

Aligning industry practice with regulatory intent before the ppr 14 session opens.



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THE ENTIRE MARITIME ECOSYSTEM IN ONE ROOM



Supplying the evidence that shapes PPR 14

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AGENDA ARCHITECTURE: **FROM MYTH TO MARKET REALITY**

1) Dispelling regulatory myths

2) Meeting the new ISO baseline

3) The human element (diving & ROV)

4) Safe cleaning & risk allocation

5) Cross-industry compatibility

6) Open Q&A: The panel questions the room

Marine Coating Companies

Preserving chemical integrity and warranty conditions

Equipment Manufacturers

Managing operational efficiency and abrasive thresholds.

Classification Societies

Berifying structural safety and regulatory compliance.

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WEBINAR

SECURE YOUR POSITION BEFORE PPR 14

REGISTRATION OPEN NOW

Secures access to all working sessions, networking events, a nd the evening drinks reception.

Lock in your date. Influence the decade.

Associate sponsors

i-tech

SeaTec
Part of V.

For more information: edwin.lampert@rivieramm.com

Principal sponsor – Maximum brand visibility during key technical sessions

Dinner package – Exclusive access to host the intimate pre-session executive dinner on 21 January

Supporting package – Targeted ecosystem alignment and brand positioning

Supporting organisation

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WEBINAR

YOUR MODERATOR



Edwin Lampert

Executive Editor & Head of Business Relations

Riviera Maritime Media

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PANELLISTS



Dr Bev Mackenzie
Head of Intergovernmental Engagement
BIMCO



Mark Riggio
Owner
Simplify Ballast

Supporting organisation

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What PPR 14 means for your fleet

Dr Bev Mackenzie

Science and Technology Must Lead

But…

We also need operational evidence alongside scientific or technology evidence. The Convention should be science-based, but it also needs to be implementation-based.

Existing experience should be used to shape the framework so that it supports good practice rather than designing a system that looks elegant on paper but is difficult to apply.



In Regulations, Details Matter

1. How will ships demonstrate compliance? How will Port State and the Flag verify that compliance?

Compliance must be demonstrable without becoming unmanageable. Records, monitoring, inspection reports, coating history, cleaning history and operational risk assessments all need to be capable of forming part of the evidence

2. Will the mandatory instrument allow for cleaning without capture, or do we have to wait for capture systems to be available and proven?

Risk of designing around one preferred technology pathway too early.
Capture may be the right answer in some circumstances, but if cleaning with capture is not available where ships trade, then it cannot be the only compliance route.
The Convention should support safe and environmentally sound cleaning, but it must also preserve flexibility while technologies and port-service capacity continue to develop

3. Will a mandatory instrument compel Flag States to allow cleaning of fouling in their waters? How will that affect ratification?

It is unlikely a Convention can or should simply 'compel' States in a simplistic way.
Will need to address the port and coastal State interface. If ships are required to manage biofouling through cleaning , they need somewhere lawful, safe and environmentally acceptable to do it. Otherwise, we create a compliance obligation without a compliance pathway

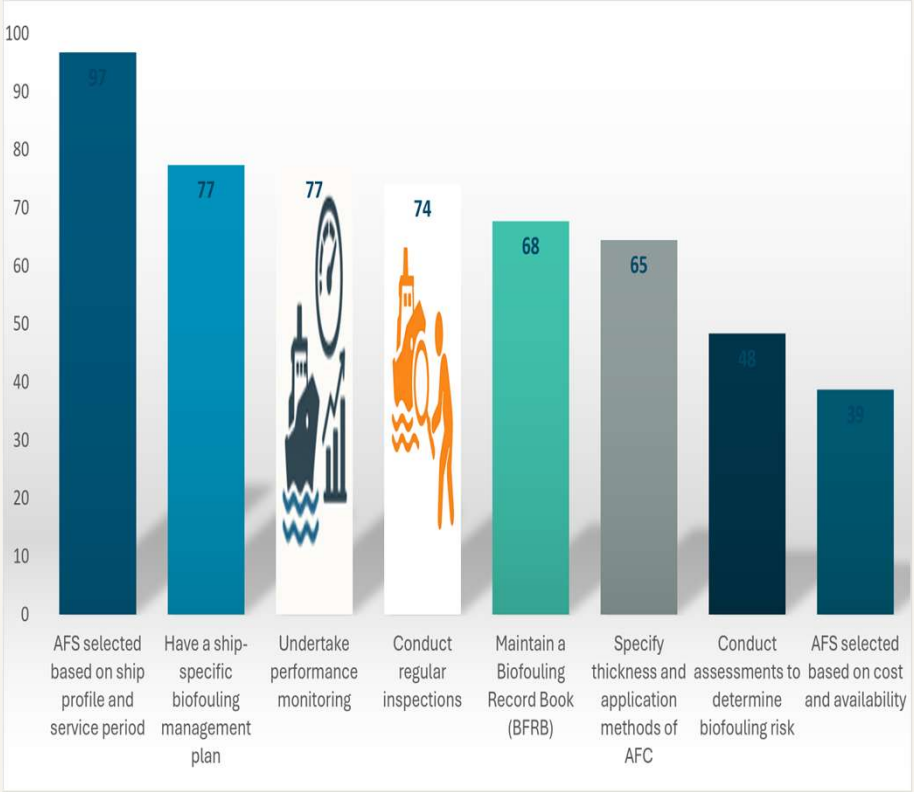
4. What will the performance standard be for the mandatory instrument?



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Some suggestions of what shipowners might do now

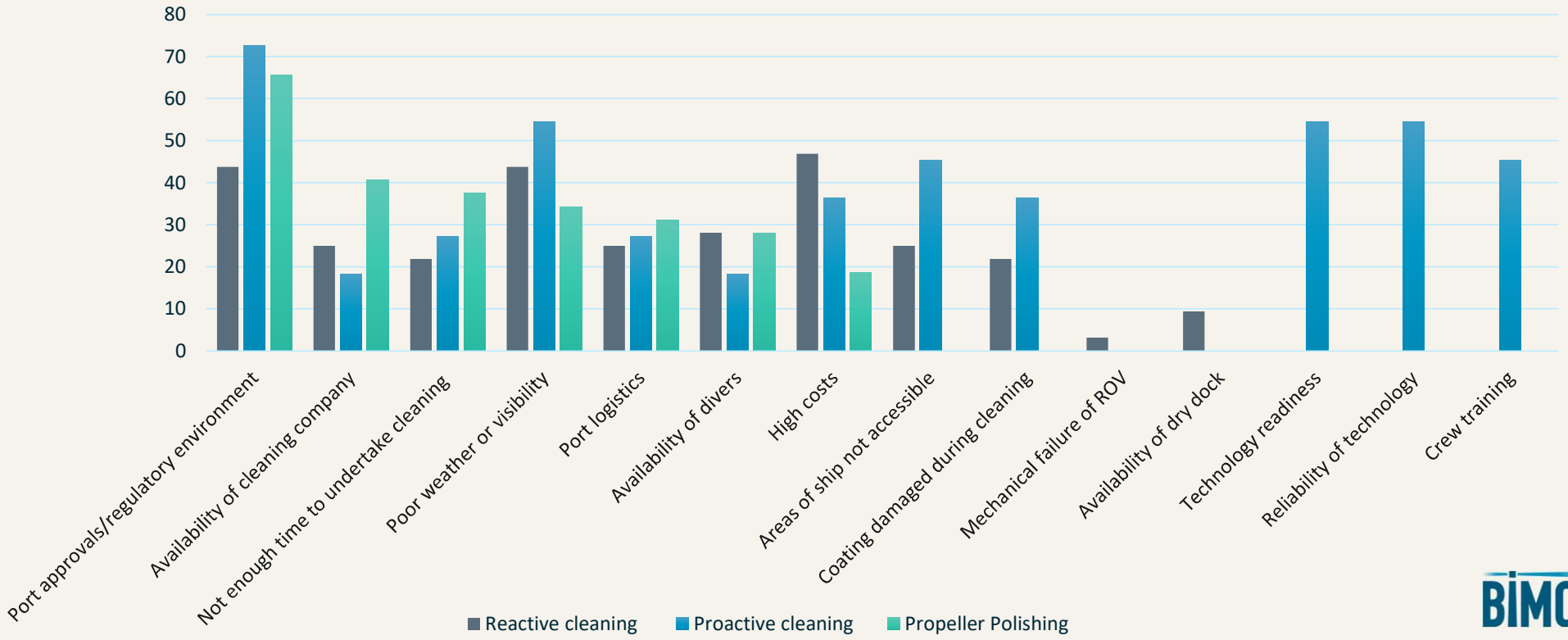
- **Map your current practices against the 2023 Guidelines**
  - Use the voluntary framework to check readiness and identify gaps
- **Better understand the condition of your hull**
  - Move from assumption about performance to evidence
- **Think about an evidence trail**
  - Biofouling Management Plan & Biofouling Record Book
  - Inspection and cleaning documentation
  - Coating and MGPS history
  - Operational profile and idle times
  - Risk assessment and deviations
- **Raise niche areas as a management priority**
- **Consider a cleaning strategy – but remember this is NOT a cleaning Convention**



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What are industry concerns?

The example of cleaning



Our next phase of information gathering

Three BIMCO surveys ready to launch

1. **Can ships comply?**
   Experience implementing the 2023 Guidelines.
2. **Can services support compliance?**
   Survey of cleaning and inspection providers.
3. **Can ports enable compliance?**
   Survey of BIMCO port agents.

The success of a future Biofouling Convention will depend not only on what ships are required to do, but on whether ships have practical, globally available pathways to comply. These surveys are designed to provide the evidence needed to make that assessment.

Access to cleaning services has consistently been identified as one of the biggest implementation challenges.

IMO needs a realistic understanding of what service providers can actually deliver globally before imposing mandatory requirements.



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In the end it comes down to you!

Don't wait for the Convention text. Start by understanding how your fleet currently manages biofouling. Review your management plans, inspection practices, cleaning arrangements and performance Monitoring and SHARE with the associations who can take your operational experience to the table during the negotiations.

And it's a win-win. The owners who are best prepared when the Convention comes will be the owners who can clearly demonstrate that they understand, monitor and manage biofouling risk.



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Owner

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MARITIME ENVIRONMENTAL PROTECTION

Are You Ready for Biofouling Management?

What PPR 14 Means to your Fleet and Your Operations

15 July 2026
Riviera Maritime Media Webinar

Presented by:

Mark Riggio, Owner, Simplify Ballast LLC

simplify ballast



New Work Item: Mandatory Instrument on Biofouling

At MEPC 84 the IMO confirmed that the work item on biofouling management would be a standalone instrument.

Work has already commenced on the development of a legally binding framework *for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species*.



Timeline for the Mandatory Instrument on Biofouling

MEPC 83	PPR 13 - 14	PPR 14 - 16	MEPC 89	Ratification
April 2025 MEPC 83 approved adding this work item to the IMO's 2026/2027 biennial work plan	**February 2026** PPR 13 commenced the work to develop a mandatory Convention by establishing a Correspondence Group. The CG will meet between PPRs 13 and 14 to set the goals and objectives of the Convention and begin work on text for the provisions.	**2026 through 2028** Over the next three sessions of PPR (14, 15, and 16) the working group will review the results of the various intersessional correspondence groups with the goal of completing the text of the Convention for submission to MEPC 89	**Summer, 2029** Target date for submission of a draft legal framework for review by MEPC and adoption. Ratification process will be set at this time. Also, any non-mandatory documents that may need to be developed will be agreed to and work started.	Once the mandatory instrument is approved by the MEPC and by the General Assembly of the IMO, the ratification process starts. The timeline of this process is unknown. The new instrument would not enter into force until ratification.

In Regulations, Details Matter

01 How will ships demonstrate compliance? How will Port State and the Flag verify that compliance?

02 Will the mandatory instrument allow for cleaning without capture, or do we have to wait for capture systems to be available and proven?

03 Will a mandatory instrument compel Flag States to allow cleaning of fouling in their waters? How will that affect ratification?

04 **What will the performance standard be for the mandatory instrument?**

Science and Technology Must Lead

In order to develop a regulatory threshold, it is critical to understand the intersection of three critical interests:

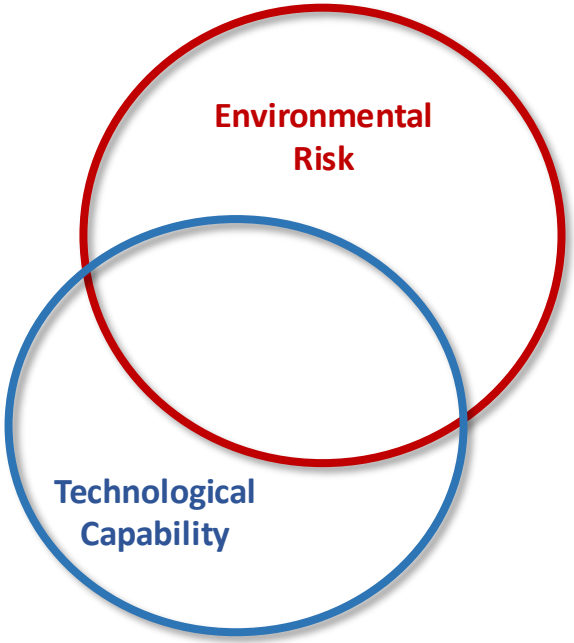
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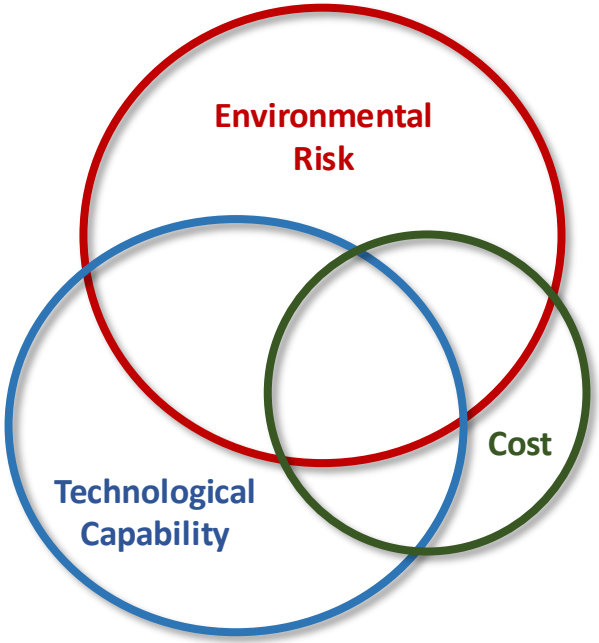
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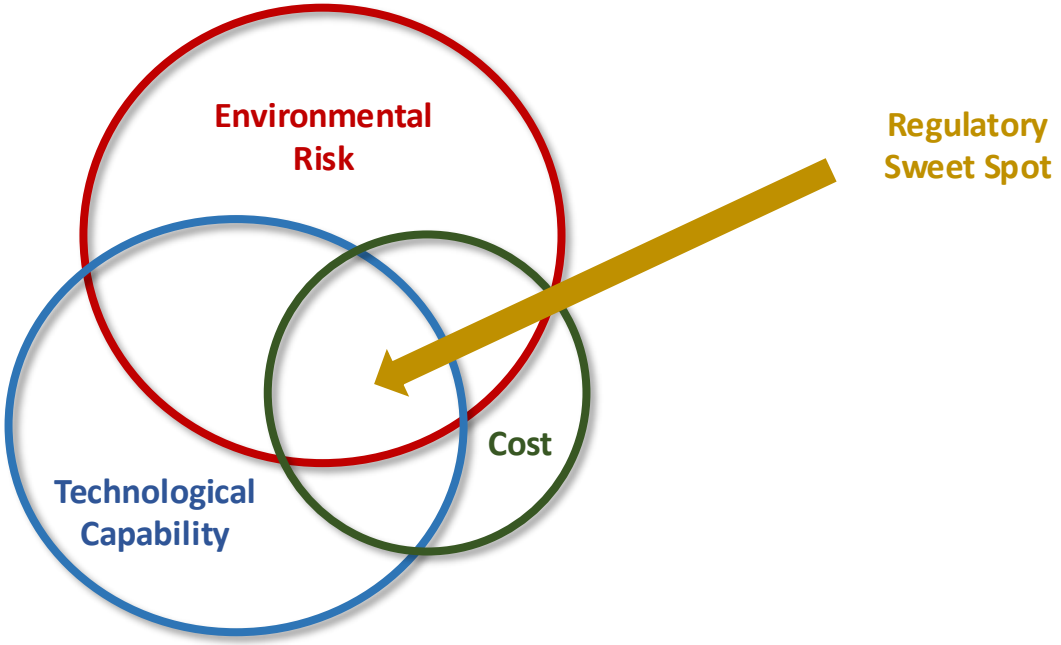
Science and Technology Must Lead

In order to develop a regulatory threshold, it is critical to understand the intersection of three critical interests:



Science and Technology Must Lead

In order to develop a regulatory threshold, it is critical to understand the intersection of three critical interests:



How Influential is Each Circle?

What sorts of risk does microfouling pose?
What sorts of risk does macrofouling pose?
How is fouling different than ballast water?



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What technology exists to prevent fouling?
What technology exists to clean fouling?
How invasive is cleaning?



How Influential is Each Circle?

What sorts of risk does microfouling pose?
What sorts of risk does macrofouling pose?
How is fouling different than ballast water?

What technology exists to prevent fouling?
What technology exists to clean fouling?
How invasive is cleaning?

What is a reasonable cost for fouling removal?
Where and how can cleanings be done?



Learning From Our Past

As we look towards a future regulation, the experience earned in developing the Ballast Water Management Convention can help ensure a better outcome:

Ballast Water Management Convention

- Ballast water management brings no value to ship operations
- The D-2 standard was challenging for technology to consistently meet
- The long ratification timeline penalized early movers
- No clear mechanism for validating compliance of discharges
- Enforcement of the regulation has been very sporadic and uneven

Biofouling Instrument

- Biofouling brings significant fuel savings along with clean hulls
- Maintaining a hull with no microfouling (F1 or below) will be challenging
- Neglecting the availability of cleaning, or the Flag States concerns will create barriers to ratification
- Performance monitoring combined with periodic inspections can ease verification
- Enforcement must be considered as a critical part of the new instrument

In the End, it Comes Down to You!

The regulation is coming. If you choose not to get involved with how it is developed, you will simply have to accept whatever decisions are made.

Smart ship owners, and smart technology providers are leaning in to see what is coming and make sure that they are ready today for what is surely coming tomorrow.



simplify ballast

Thank You

Email: mark@simplifyballast.com
Tel: +1.412.298.5772
Web: simplifyballast.com

"Knowledge is our best defense against aquatic invasive species."



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UPCOMING EVENTS

17 SEPT 2026 • ONLINE

ISO 6319:2026 in Practice:
In-Water Cleaning, Inspection, and the New Compliance Baseline

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12 NOV 2026 • ONLINE

Biosecurity at the Border:
NIS Risk, Port State Control, and the Shipowner's Duty of Care

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22 JAN 2027 • LONDON



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