

BALLAST WATER TREATMENT & FILTRATION SYSTEM SELECTION CHECKLIST:

To streamline the selection process, here is a checklist of questions and information that you should ask your BWMS suppliers before deciding on the right filter and system.

RISK ASSESSMENT OF NON-COMPLIANCE

	Filtersafe Product Answers	Free Space for Answers from Other Filter Suppliers
Percentage of zooplankton the filter removes:	99.95% (25 µm screen), 99.28% (40 µm screen)*	
Experience in ballast industry:	Since 2004	
Have previous installations met the D-2 standard?	Yes	

RISK ASSESSMENT OF DECREASED FLOW RATES

What are the main ports/ routes your ship traverses?

Port Name	TSS (mg/L):		
	Min:	Mean:	Max:

Filter passed the Shanghai Test?	Yes	
If yes, what was its flowrate percentage at the following TSS loads:	40 micron screen, Turbo BS101	
50 mg/L of TSS:	93%	
100 mg/L of TSS:	90%	
150 mg/L of TSS:	87%	
500 mg/L of TSS:	38%	
1,000 mg/L of TSS:	20%	

CLOGGING AND SERVICE

What technology does the filter use?	nozzlex®, smartweave™ & EVERCLEAR™
Does it use proximity nozzles?	Yes
What is the service schedule of the filter?	Once per year

RISK ASSESSMENT ON DURABILITY (MATERIALS OF CONSTRUCTION)

Material of the filter screen:	904L
Warranty on the Filter:	Full service within 18 months of delivery or within 12 months of installation.*

CAPEX & OPEX COST ASSESSMENT

What a BWMS CAPEX needs to take into account aside from the cost of the system:	Not investing in a quality ballast water treatment filter and system at the outset may appear to save money in the beginning, but a poor performing system limits a ship's productivity and profitability beyond just what ports it can dock and ballast at.
How the initial CAPEX will impact the ship's OPEX once in operation:	There are many ways in which a bad BWMS filter can end up costing a shipowner more money than they seemed to save in the initial purchase: A bad filter will: allow sediment to build up in the ballast tanks, reducing the cargo capacity of the ship; cause the ship to be in port longer ballasting, which not only adds up to more port fees, but additional power spent maintaining the ship in port; increase crew requirements for servicing and maintaining the filter, which will also inevitably lead to more money required to repair and replace parts.

*Testing conducted by Great Ships Initiative, December 2014.

**Please speak to us for more details on our warranty.

For more information contact our filtration experts at marine@filtersafe.net

Contact Us for More Info: