

## BALLAST WATER REPORTING FORM

**1. SHIP INFORMATION**

Vessel name: <b>ROCKIES HIGHWAY</b>	Type: <b>PURE CAR CARRIER</b>	IMO Number: <b>9325427</b>	Specify Units: M <sup>3</sup> , MT
Owner: <b>NSF LINE ( PANAMA ) S.A.</b>	Gross Tonnage: <b>44,364</b>	Call Sign: <b>3EGN5</b>	Total Ballast Water on Board: <b>5,194 MT</b>
Flag: <b>PANAMA</b>	Arrival date: <b>03 NOVEMBER 2012</b>	Agent: <b>INTERNATIONAL SERVICOS MARITIMOS LTDA/SALVADOR</b>	Total Ballast Water Capacity: <b>9,958.35 MT</b>
Last Port and Country: <b>SANTOS, BRAZIL</b>	Arrival Port: <b>ARATU, BRAZIL</b>		
Next Port and Country: <b>PUERTO CABILLO</b>			

**2. BALLAST WATER**

3. **BALLAST WATER TANKS** Ballast Water Management Plan on board? YES  NO  Management Plan Implemented? YES  NO   
 Total number of ballast tanks on board: 17 No. of tanks in ballast: 16 IF NONE IN BALLAST GO TO No. 5.  
 No. of tanks exchanged: 0 No. of tanks not exchanged: 16

Tanks/ Holds (List multiple sources per tank separately)	BALLAST WATER SOURCE					BALLAST WATER EXCHANGE Dilution (1), Flow Through (2) or Empty/Refill (3)						BALLAST WATER DISCHARGE			
	DATE DDMMYY	Port or Lat/Long*	Volume (units)	Temp (units)	Salinity (units)	DATE DDMMYY	Endpoint Lat/Long.	Volume (units)	% Exch	Depth (m)	BW exchange method	DATE DDMMYY	Port or Lat/Long*	Volume (units)	Salinity (units)

Ballast Water Tank Codes: Forepeak = FP, Aftpeak = AP; Double Bottom = DB; Wing = WT; Topside = TS; Cargo Hold = CH; Other = O

IF EXCHANGES WERE NOT CONDUCTED, STATE OTHER CONTROL ACTION(S) TAKEN: DUE TO VESSEL'S STABILITY & VERY ROUGH SEA DURING VOYAGE  
 IF NONE STATE REASON WHY NOT: INTERNAL TRANSFER FOR HEELING AND TRIMMING ONLY AND NO INTENTION OF DE-BALLASTING IN PORT.

5. **INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004 ON BOARD?** YES  NO   
**IMO BALLAST WATER GUIDELINES ON BOARD (RES. A.868(20))?** YES  NO   
**RESPONSIBLE OFFICER'S NAME AND TITLE (PRINTED) AND SIGNATURE:** VIOLETO P. BATALLONES / CHIEF OFFICER

\*Fulfil with Port's name, preferably.