



## NOTICES TO MARINERS

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### ROPME Sea Areas Ballast Water Management Requirements

To: All Shipowners, Operators and Charterers

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As required by regulations adopted by the Regional Organization for the Protection of the Marine Environment (ROPME), with immediate effect the following vessels must exchange or treat any ballast water to be discharged in Abu Dhabi ports:

1. Vessels 400 GRT or greater with sea water ballast onboard originated from outside the ROPME sea area defined as extending between the following geographic latitudes and longitudes, respectively: 16°39'N, 53°3'30"E; 16°00'N, 53°25'E; 17°00'N, 56°30'E; 20°30'N, 60°00'E; 25°04'N, 61°25'E; and
2. Vessels less than 400 GRT carrying more than 400 tons of sea water ballast onboard originated from outside the ROPME sea area.

In addition all vessels as defined above must:

1. Have on board an approved ballast water management plan in accordance with IMO guidelines.
2. Have on board a Ballast Water Record Book giving details of when, where and quantity of ballast water taken onboard, exchanged, circulated or treated for ballast water management purpose.
3. Submit to ADPC at least seventy two (72) hours prior to arrival a completed Regional Ballast Water Reporting Form in the format shown in the annex; the signed original should be delivered to the Harbour Master immediately on arrival.
4. Not discharge any ballast water in port waters without the consent of the Harbour Master.

Taking into consideration the provisions of the Regulation B-4 of the IMO Ballast Water Management Convention and IMO Resolution MEPC.124 (53), "*Guidelines for Ballast Water Exchange*", the following must be observed:

1. Vessels arriving from outside the ROPME Sea Area intending to discharge ballast water in port must have undertaken a ballast water exchange en route in water over 200 nautical miles from the nearest land and in water at least 200 meters depth.
2. If this is not possible for safety reasons, then vessels are expected to make minor deviations to areas within the 200 nautical miles limit that can be identified as discharge area, so long as such areas are more than 50 nautical miles from the nearest land in waters at least 200 meters depth.
3. If neither of the above is achievable, then the master shall provide ADPC with the reason why ballast water to be discharged has not been exchanged noting that further ballast water management measures may be required by ADPC consistent with the Ballast Water Management Convention and other international laws.

Ballast Water to be discharged that has been treated with a ballast water treatment system approved in accordance with IMO standards, does not need to be exchanged.

ADPC may accept exceptions from the above under the following circumstances:

1. In the event of an accidental discharge of sea water ballast and sediments resulting from damage to a ship or its equipment, provided that all reasonable precautions have been taken for the purpose of preventing or minimizing the discharge.
2. In the event of emergencies when the discharge of sea water ballast and sediments is necessary with respect to the safety of the ship, the health of those on board or to save lives at sea.
3. In individual cases, upon written application, and for special reasons that make the exemption necessary and justifiable.

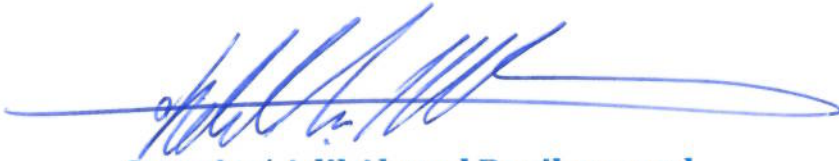
Vessels are required to have on board an approved Ballast Water Management Plan in accordance with the IMO standards and maintain a Ballast Water Record Book. These documents may be subject to inspection by the Harbour Master.

Vessels arriving at an Abu Dhabi port contravening the above Ballast Water Management Requirements may be denied port entry. Any vessel found to be violating these requirements in port shall be reported to its flag administration,

and may be subject to the appropriate proceedings and sanctions under the law of UAE and the ADPC Port Management Byelaws, including applied fines.

Attachments:

1. Annex : ROPME sea area ballast water reporting form

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke at the end.

**Captain / Adil Ahmed Banihammad**  
**ADPC Chief Harbour Master**

