



**CỤC ĐĂNG KIỂM VIỆT NAM - VIETNAM REGISTER  
PHÒNG TÀU BIỂN**

SEA-GOING SHIP CLASSIFICATION AND REGISTRY DEPARTMENT

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**THÔNG BÁO KỸ THUẬT- TECHNICAL INFORMATION**

**Ngày 03 tháng 11 năm 2009  
Số thông báo: 036KT/09TB**

*Nội dung: Quy định về quản lý nước dẫn trong vùng biển ROPME.*

**Kính gửi: Các Chủ tàu/ Công ty quản lý tàu chạy tuyến quốc tế  
Các Chi cục Đăng kiểm tàu biển**

Từ ngày 01 tháng 11 năm 2009, tất cả các tàu, mang cờ quốc tịch của tịch của bất kỳ quốc gia nào đều phải thực hiện việc thay đổi nước dẫn ở ngoài vùng biển thuộc Tổ chức khu vực về bảo vệ môi trường biển (the Regional Organization for the Protection of the Marine Environment (ROPME) Sea Area), trước khi đi vào vùng biển này.

Vùng biển ROPME (ROPME Sea Area (RSA)) bao gồm Vương quốc Bahrain, Cộng hòa Hồi giáo Iran, Cộng hoà Irắc, Vương quốc Kuwait, Vương quốc Oman, Vương quốc Qatar, Vương quốc Saudi Arabia và các Tiểu Vương quốc Ả Rập thống nhất.

Tàu từ ngoài đi vào RSA phải thực hiện việc thay đổi nước dẫn khi đang hành trình ở vùng nước cánh bờ gần nhất trên 200 hải lý với chiều sâu nước tối thiểu là 200 m. Thông tin chi tiết về vấn đề này được nêu trong Thông báo An toàn hàng hải số 49-09 ngày 29 tháng 11 năm 2009 (đề nghị xem phần đính kèm).

Tàu yêu cầu phải có Kế hoạch quản lý nước dẫn được duyệt phù hợp với quy định của IMO và Sổ nhật ký nước dẫn.

Chúng tôi xin thông báo để các Quý Cơ quan lưu ý thực hiện theo đúng quy định về quản lý nước dẫn khi đưa tàu vào RSA.

Thông báo kỹ thuật này được nêu trong thư mục: Thông báo/ Thông báo kỹ thuật TB của trang thông tin điện tử của Cục Đăng kiểm Việt Nam: <http://www.vr.org.vn>.

Nếu Quý cơ quan cần thêm thông tin về vấn đề nêu trên, đề nghị vui lòng liên hệ:

*Cục Đăng kiểm Việt Nam, Phòng Tàu biển*

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Xin gửi đến các Quý Cơ quan lời chào trân trọng.

**TRƯỞNG PHÒNG TÀU BIỂN**

Nơi nhận:

-Như trên

-QP, CN, CTB, VRQC, MT

-Lưu TB/.

**Nguyễn Vũ Hải**

# Republic of the Marshall Islands

## Office of the

### MARITIME ADMINISTRATOR

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#### MARINE SAFETY ADVISORY NO. 49-09

**To: Regional Marine Safety Offices, Nautical Inspectors, Masters, Owners/Agents**

**Subject: ROPME SEA AREA BALLAST WATER MANAGEMENT REGULATION**

**Date: 29 October 2009**

**Reference: MEPC 59/INF.3 dated 2 February 2009**

With effect from 1 November 2009, all ships, regardless of flag, will be required to exchange and/or treat all ballast water taken up outside the Regional Organization for the Protection of the Marine Environment (ROPME) Sea Area.

The ROPME Sea Area (RSA) comprises the Kingdom of Bahrain, Islamic Republic of Iran, Republic of Iraq, State of Kuwait, Sultanate of Oman, State of Qatar, Kingdom of Saudi Arabia and the United Arab Emirates and is 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. It is the largest recipient of ships' ballast water. Annually, more than 50,000 vessels visit this area and discharge a large amount of ballast water. The RSA is a semi-enclosed water body with intensely hot summers and short cool winters, extensive air and water temperature fluctuation and relatively high salinity. It is also characterized by high turbidity and low exchange of water with the open sea. Therefore, the ROPME has identified a need to manage and control the spread of harmful aquatic species in ships' ballast water by implementing a set of protective measures such as ballast water exchange outside the RSA.

Taking into consideration the provisions of the regulation B-4 of the Ballast Water Management Convention and the Guidelines for Ballast Water Exchange (G-6), the following points should be reasonably observed:

1- Vessels arriving from outside the RSA should undertake ballast water exchange en route in water over 200 nautical miles from the nearest land and in water at least 200 metres in depth. Vessels sailing through the Indian Ocean or Arabian Sea should have no difficulties here.

2- If this is not possible for safety reasons, then vessels should be 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 metres in depth.

3- If this is not achievable, then the vessel shall provide the respective authority with the reason why it has not been possible to do so and further ballast water management measures may be required, consistent with the Ballast Water Management Convention as they would exist when the Convention is in force and other international laws.

There are few options for vessels sailing from Mediterranean ports to RSA ports via the Suez Canal, Red Sea and Gulf of Aden where there would appear not to be any identified acceptable areas for exchanging ballast water enroute that would comply with the G-6 Guidelines and RSA requirements. Ships don't usually exchange ballast water in the Mediterranean or Red Sea; however, the IMO Secretariat has advised that it has not received any communication regarding existing limitations related to ballast water exchange in the Mediterranean or Red Sea.

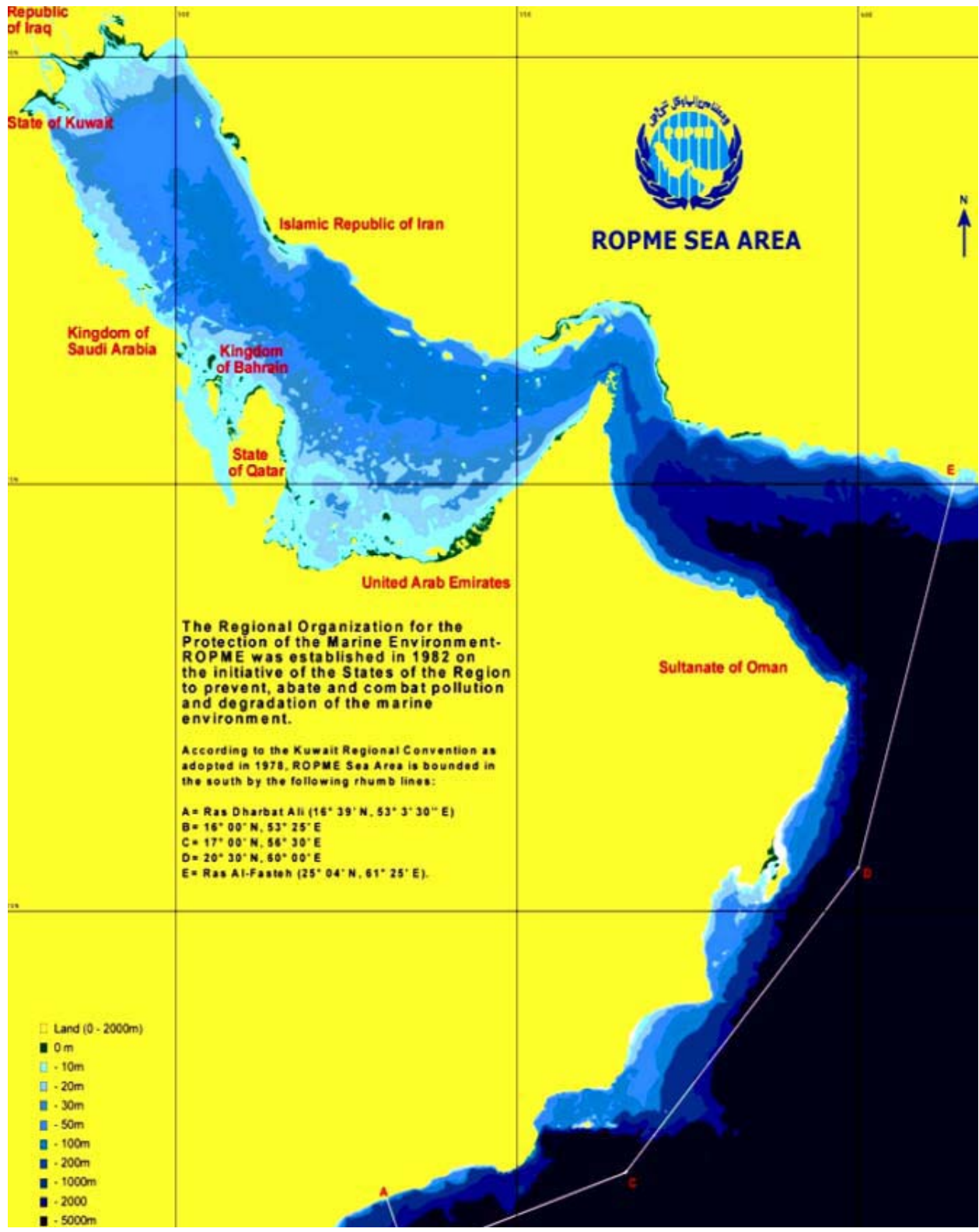
Conducting ballast water exchange operations in the Gulf of Aden (transit through which is very restricted) is not advisable. The only other option would be to divert the vessel 200 NM off the coast after exiting the Gulf of Aden Internationally Recommended Transit Corridor (IRTC) which is not considered commercially viable, or after considering safety aspects, to go 50NM off the Coast of Oman where there is 200 meters depth. The Administration would agree that the safety and security issues involving piracy in the GOA area are issues to be considered acceptable as examples of 'safety reasons'. This should allow ships which have not yet been able to safely perform the exchange ballast water to do so after exiting the IRTC at a distance of at least 50 NM off the Coast of Oman where there is a water depth of 200 meters.

Ballast water, which has been treated with a ballast water treatment system approved in accordance with IMO Ballast Water Management Guideline G-8 or G-9, does not need to be exchanged.

Ships will be required to have on board an approved Ballast Water Management Plan in accordance with the IMO standards. Ships should also have and maintain a Ballast Water Record Book. Shipowners may refer to Marine Notice 2-014-1 for examples.

From the date specified above, all the ships passing the Strait of Hormoz will be required to complete the Regional Ballast Water Reporting Form (RBWRF) herewith attached. This Reporting Form is virtually identical to the one provided in Marine Notice 2-014-1. Ships will be inspected by the Port State Control Officers to ensure that these Regional requirements are fully implemented.

Should shipowners or operators require further information or assistance, they are advised get in touch with their local Ship's Agent or respective Port Authority, or the Marine Emergency Mutual Aide Centre (MEMAC) as the Regional Centre at [memac@batelco.com.bh](mailto:memac@batelco.com.bh) at the earliest opportunity, and they will be happy to assist.



# ROPME Sea Area Ballast Water Reporting Form

## 1 - BALLAST WATER REPORTING FORM

(To be completed for all vessels arriving in all ROPME Sea Area Ports)

### 1. VESSEL INFORMATION 2. BALLAST WATER

Vessel Name:	Type:	IMO Number:	Specify Units: m <sup>3</sup> , MT, LT, ST
Owner:	GT:	Call Sign:	Total Ballast Water on Board:
Flag:	Arrival Date:	Agent:	
Last Port and Country:		Arrival Port:	Total Ballast Water Capacity:
Next Port and Country:			

**3. BALLAST WATER TANKS** IS THERE A BALLAST WATER MANAGEMENT PLAN ON BOARD? YES \_\_\_\_\_ NO \_\_\_\_\_ HAS THIS BEEN IMPLEMENTED? YES \_\_\_\_\_ NO \_\_\_\_\_

TOTAL NO. OF TANKS ON BOARD \_\_\_\_\_ NO. OF TANKS IN BALLAST \_\_\_\_\_ IF NONE IN BALLAST GO TO NO. 5 YES \_\_\_\_\_ NO \_\_\_\_\_

NO. OF TANKS EXCHANGED \_\_\_\_\_ NO. OF TANKS NOT EXCHANGED \_\_\_\_\_

<b>4. BALLAST WATER HISTORY: RECORD ALL TANKS THAT WILL BE DEBALLASTED IN PORT STATE OF ARRIVAL; IF NONE GO TO NO. 5</b>													
Tanks/Holds (list multiple sources/tanks separately)	BW SOURCE				BW EXCHANGE : circle one: Empty/Refill or Flow Through					BW DISCHARGE			
	DATE ddmmyy	PORT or LAT. LONG	VOLUME (units)	TEMP (units)	DATE ddmmyy	ENDPOINT LAT. LONG.	VOLUME (units)	% Exch.	SEA Hgt. (m)	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, O=Other													

IF EXCHANGES WERE NOT CONDUCTED, STATE OTHER CONTROL ACTION(S) TAKEN:

IF NONE, STATE REASON WHY NOT:

**5. IS THERE A BALLAST WATER MANAGEMENT PLAN? YES \_\_\_\_\_ NO \_\_\_\_\_**

RESPONSIBLE OFFICER'S NAME AND TITLE (PRINTED) AND SIGNATURE: