

Republic of the Marshall Islands

MARITIME ADMINISTRATOR

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MARINE SAFETY ADVISORY No. 52-17

To: Owners/Operators, Masters, Nautical Inspectors, Recognized Organizations

Subject: BALLAST WATER EXCHANGE – INTRA-NORTH SEA VOYAGES

Date: 05 December 2017

The Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) reminds ship operators and masters that the North Sea countries (Belgium, Denmark, France, Germany, Netherlands, Norway, Sweden, and United Kingdom) have communicated their Ballast Water Exchange (BWE) requirements, for ships on a voyage between two (2) North Sea ports, as set out in International Maritime Organization (IMO) Circular [BWM.2/Circ.56](#). The requirements of this Circular are being enforced by local Port State Controls, and significant monetary penalties may be levied for non-compliance.

In IMO Circular BWM.2/Circ.56, the North Sea countries have designated specific areas (coordinates in Annex 3) for BWE in the North Sea Area. The BWE areas are for intra North Sea traffic only and are considered a temporary regulation that terminates when ships meet regulation D-2 of the International Convention for the Control and Management of Ships Ballast Water and Sediments.

Operators of ships engaged on intra-North Sea voyages are urged to familiarize themselves with the requirements of IMO Circular BWM.2/Circ.56 and the maps, as corrected by the Kompromisslinie¹, contained therein:

- The North Sea Ballast Water map -- outlining acceptable areas for BWE as corrected for Norway’s EEZ (Annex 1);
- Area average risk index (ARI) in the North Sea -- shows areas, defined in red and taking into account the Traffic Separation Scheme Terschelling-German Bight, where BWE must not take place (Annex 2).

¹ The Kompromisslinie takes into consideration corrections for the Norwegian EEZ and the Traffic Separation Scheme Terschelling-German Bight.

This MSA expires one (1) year after its issuance, unless otherwise noted, extended, superseded, or revoked.