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**PLAN D'ACTION POUR LA MÉDITERRANÉE (PAM)  
CENTRE RÉGIONAL MÉDITERRANÉEN POUR L'INTERVENTION D'URGENCE  
CONTRE LA POLLUTION MARINE ACCIDENTELLE (REMPEC)**

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Réunion régionale des experts sur l'harmonisation des procédures en Méditerranée conformément à la Convention internationale de 2004 sur le contrôle et la gestion des eaux de ballast et des sédiments des navires

REMPEC/WG.54/INF.6  
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**Point 2 de l'ordre du jour : Harmonisation des procédures en Méditerranée conformément à la Convention BWM**

**BWM.2/Circ.39. Communication reçue de l'Administration croate : Orientations générales sur l'application provisoire volontaire de la norme de renouvellement des eaux de ballast D-1 par les navires exploités entre la mer Méditerranée et l'Atlantique Nord-Est et / ou la mer Baltique**

Pour des raisons de coût et de protection de l'environnement, le tirage du présent document a été restreint. Il est aimablement demandé aux délégations d'apporter leur copie de ce document aux réunions et de s'abstenir de demander des copies supplémentaires.

### **Note du Secrétariat**

Ce document présente la communication en date du 20 août 2012 reçue de l'Administration croate : Orientations générales sur l'application provisoire volontaire de la norme de renouvellement des eaux de ballast D-1 par les navires exploités entre la mer Méditerranée et l'Atlantique Nord-Est et / ou la mer Baltique (BWM.2/Circ.39).

## Contexte

1 Les participants à la dix-septième réunion ordinaire des Parties contractantes à la Convention sur la protection du milieu marin et du littoral de la Méditerranée (« Convention de Barcelone ») et à ses Protocoles (CdP 17) (Paris, France, 8-10 février 2012) ont adopté la décision IG.20/11 sur la Stratégie régionale concernant la gestion des eaux de ballast des navires et des espèces invasives, ci-après dénommée la Stratégie méditerranéenne BWM de 2012 (UNEP(DEPI)/MED IG.20/8).

2 L'objectif général de la Stratégie méditerranéenne BWM de 2012 était, entre autres, d'établir un cadre pour une approche régionale harmonisée en Méditerranée en matière de contrôle et de gestion des eaux de ballast des navires, qui soit conforme aux exigences et aux normes de la Convention internationale de 2004 sur le contrôle et la gestion des eaux de ballast et des sédiments des navires (« Convention BWM »), comme indiqué dans son article 13.3.

3 Dans le cadre de la Stratégie méditerranéenne BWM de 2012, les Parties contractantes à la Convention de Barcelone se sont engagées à améliorer et à maintenir la coopération avec les régions voisines de la mer Méditerranée et avec d'autres accords régionaux pertinents, afin de s'assurer que les mesures adoptées soient compatibles avec d'autres mesures régionales prises sur la gestion des eaux de ballast.

4 Reconnaisant le dialogue établi avec d'autres accords sur les mers régionales, afin d'assurer un traitement efficace de la question de la gestion des eaux de ballast des navires, et tenant compte du fait que les « *Orientations générales sur l'application provisoire volontaire de la norme de renouvellement des eaux de ballast D-1 par les navires exploités entre la mer Méditerranée et l'Atlantique Nord-Est et / ou la mer Baltique* », ci-après dénommé le Document d'orientations générales, a été adopté par les Parties contractantes à la Convention pour la protection du milieu marin de l'Atlantique du Nord-est (Convention OSPAR) lors de la réunion ministérielle de la Commission OSPAR<sup>1</sup> (Bergen, Norvège, 20-24 septembre 2010), et par les Parties contractantes à la Convention sur la protection du milieu marin de la zone de la mer Baltique (Convention d'Helsinki) lors de la trente-deuxième réunion de la Commission pour la protection du milieu marin de la mer Baltique (Commission d'Helsinki ou HELCOM)<sup>2</sup> (Helsinki, Finlande, 9-10 mars 2011), les participants à la CdP 17 ont également adopté le Document d'orientations générales, tel qu'il figure à l'annexe II de la décision IG.20/11, et ont convenu de la soumission conjointe, avec les autres accords sur les mers régionales concernés, du Document d'orientations générales au Secrétaire général de l'Organisation maritime internationale (OMI).

5 La communication en date du 20 août 2012 reçue de l'Administration croate : Orientations générales sur l'application provisoire volontaire de la norme de renouvellement des eaux de ballast D-1 par les navires exploités entre la mer Méditerranée et l'Atlantique Nord-Est et / ou la mer Baltique (BWM.2/Circ.39), est présentée en **annexe** au présent document.

## Action requise des participants à la réunion

6 **Les participants à la réunion sont invités** à prendre note des informations fournies dans ce document.

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<sup>1</sup> établie par la Convention OSPAR.

<sup>2</sup> l'organe directeur de la Convention d'Helsinki.



**Annexe**

**BWM.2/Circ.39. Communication reçue de l'Administration croate : Orientations générales sur l'application provisoire volontaire de la norme de renouvellement des eaux de ballast D-1 par les navires exploités entre la mer Méditerranée et l'Atlantique Nord-Est et / ou la mer Baltique**



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BWM.2/Circ.39  
20 août 2012

## **CONVENTION INTERNATIONALE DE 2004 POUR LE CONTRÔLE ET LA GESTION DES EAUX DE BALLAST ET SÉDIMENTS DES NAVIRES**

### **Communication reçue de l'Administration croate**

1 Une communication a été reçue de l'Administration croate, au nom des Parties contractantes à la Convention sur la protection du milieu marin et du littoral de la Méditerranée (Convention de Barcelone), à la Convention pour la protection du milieu marin de l'Atlantique du Nord-Est (Convention OSPAR) et à la Convention sur la protection de l'environnement marin de la zone de la mer Baltique (Convention HELCOM). Les Parties contractantes aux Conventions de Barcelone, OSPAR et HELCOM qui sont également Membres de l'OMI sont les suivantes : Albanie, Algérie, Allemagne, Belgique, Bosnie-Herzégovine, Chypre, Croatie, Danemark, Égypte, Espagne, Estonie, Fédération de Russie, Finlande, France, Grèce, Irlande, Islande, Israël, Italie, Lettonie, Liban, Lituanie, Luxembourg, Libye, Malte, Maroc, Monaco, Monténégro, Norvège, Pays-Bas, Pologne, Portugal, République arabe syrienne, Royaume-Uni de Grande-Bretagne et d'Irlande du Nord, Slovénie, Suède, Suisse, Tunisie et Turquie.

2 La communication contient des directives générales sur l'application facultative provisoire de la norme de renouvellement des eaux de ballast de la règle D-1 de la Convention BWM par les navires exploités entre la mer Méditerranée et l'Atlantique Nord-Est et/ou la mer Baltique. Ces directives ont un caractère facultatif et provisoire et seront applicables à compter du 1er octobre 2012.

3 À la demande de l'Administration croate, la communication susmentionnée est jointe en annexe\* à la présente circulaire et diffusée aux États Membres pour information et suite à donner, selon qu'il conviendra.

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\* En anglais seulement.



**ANNEX**



REPUBLIKA HRVATSKA  
Ministarstvo pomorstva, prometa  
i infrastrukture

REPUBLIC OF CROATIA  
Ministry of Maritime Affairs,  
Transport and Infrastructure

CLASS: 342-01/12-06/02  
FILE: 530-04-12-1  
Zagreb, 26 July 2012



**International Maritime Organization  
Marine Environment Division  
Att. Mr. Stefan Micallef, Director**

**4 Albert Embankment  
London SE1 7SR United Kingdom**

**Re: General Guidance on the Voluntary Interim application of the D1 Ballast Water Exchange Standard by Vessels Operating between the Mediterranean Sea and the North-East Atlantic and /or the Baltic Sea.**

Dear Mr. Micallef,

On behalf of the Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (Barcelona Convention), the Convention for the Protection of the Marine Environment of the North-East Atlantic (OSPAR Convention) and the Convention on the Protection of the Marine Environment of the Baltic Sea (Helsinki Convention) who are also Member States of the International Maritime Organization (IMO), Croatia would like to inform the IMO of the development of the attached General Guidance on the Voluntary Interim application of the D1 Ballast Water Exchange Standard by Vessels Operating between the Mediterranean Sea and the North-East Atlantic and/or the Baltic Sea. Based on a proposal by the Barcelona Convention's Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) on a common approach to the issue of ballast water exchange for ships sailing between the Mediterranean Sea and the North-East Atlantic/Baltic Sea, the General Guidance was developed and adopted by the Barcelona, OSPAR and Helsinki Conventions. The Contracting Parties to the Barcelona, OSPAR and Helsinki Conventions who are also Member States of the IMO are Albania, Algeria, Belgium, Bosnia and Herzegovina, Croatia, Cyprus, Denmark, Egypt, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Israel, Italy, Latvia, Lebanon, Libya, Lithuania, Luxembourg, Malta, Monaco, Montenegro, Morocco, The Netherlands, Norway, Poland, Portugal, The Russian Federation, Slovenia, Spain, Sweden, Switzerland, Syrian Arab Republic, Tunisia, Turkey and the United Kingdom of Great Britain and Northern Ireland. Please note this Guidance is also supported by the European Commission.

The issue of Non-indigenous Species Invasion through Ballast Water in the Mediterranean, North-East Atlantic and the Baltic Sea areas is of great concern to the Contracting Parties to the Barcelona, OSPAR and Helsinki Conventions. To address these risks, the three regional Conventions have been developing Ballast Water Management Strategies for their respective areas. However, it was realized that there were key management options common to these Strategies. This has resulted in the development of the General Guidance on the Voluntary Interim application of the D1 Ballast Water Exchange Standard by Vessels Operating between the Mediterranean Sea and the North-East Atlantic and /or the Baltic Sea.

This Guidance is based on the ballast water exchange requirements of IMO's International Convention for the Control and Management of Ships' Ballast Water and Sediments (2004). It will therefore no longer apply when a ship is in a position to apply the D-2 Standard of the Convention, or the Convention comes into force and a ship has to apply the D-2 Standard.

This Guidance was made under Article 13 (3) of the abovementioned Ballast Water Management Convention. Vessels leaving the Mediterranean Sea and proceeding to destinations in the North-East Atlantic and/or the Baltic Sea (as defined hereunder) and vice versa, are requested to apply this Guidance on a voluntary basis as from 1 October 2012 to reduce the risk of non-indigenous species invasion through ballast water. Information on this Guidance is being provided directly to the vessels flagged to each of these Contracting Parties, by the countries concerned.

The North-East Atlantic, Baltic and Mediterranean marine areas are defined as follows:

- **North-East Atlantic:**

- those parts of the Atlantic and Arctic Oceans and their dependent seas which lie north of 36° north latitude and between 42° west longitude and 51° east longitude (but excluding the Baltic Sea and the Belts lying to the south and east of lines drawn from Hasenore Head to Griben Point, from Korshage to Spodsbjerg and from Gilbjerg Head to Kullen, and the Mediterranean Sea and its dependent seas as far as the point of intersection of the parallel of 36° north latitude and the meridian of 5° 36' west longitude);
- that part of the Atlantic Ocean north of 59° north latitude and between 44° west longitude and 42° west longitude.

- **The Baltic Sea:**

- the Baltic Sea and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57 44.43'N; and,

- **The Mediterranean Sea:**

- the maritime waters of the Mediterranean Sea proper, including its gulfs and seas, bounded to the west by the meridian passing through Cape Spartel lighthouse, at the entrance of the Straits of Gibraltar, and to the east by the southern limits of the Straits of the Dardanelles between the Mehmetcik and Kumkale lighthouses.

Two sets of voluntary Guidance are already applied by the Contracting Parties to the OSPAR and Helsinki Conventions of which IMO has been informed and which have been communicated to the IMO Member States:

- General Guidance on the Voluntary Interim application of the D1 Ballast Water Exchange Standard in the North-East Atlantic and the Baltic Sea (applicable from 1 April 2008, IMO circular BWM.2/Circ.14)
- General Guidance on the Voluntary Interim application of the D1 Ballast Water Exchange Standard by vessels leaving the Baltic Sea and transiting through the North-East Atlantic to other destinations (applicable from 1 January 2010, IMO circular BWM 2./Circ.22)

It would be appreciated if this communication and the attached Guidance document are circulated to all IMO Member States for their information and necessary action.

I thank you in advance for your assistance and co-operation.

Yours sincerely,

**Attachment**

**MINISTER**  
**Šiniša Hajdaš Dončić, Ph.D.**  


**“General Guidance on the Voluntary Interim Application of the D1 Ballast Water Exchange Standard by vessels operating between the Mediterranean Sea and the North-East Atlantic and/or the Baltic Sea”**

1. In anticipation of the coming into force of the International Maritime Organization's International Convention for the Control and Management of Ships' Ballast Water and Sediments (the BWM Convention), vessels operating between the marine areas as defined further in point 3, would be expected to apply on a voluntary basis, as from 1 October 2012 the following guidelines to reduce the risk of non-indigenous species invasion through ballast water. The guidelines are addressed to the vessels covered by Article 3 of the BWM, taking into account the exceptions in Regulation A-3 of that Convention. This Guidance does not replace the requirements of the BWM Convention, but provide the part of interim Ballast Water Regional Management Strategies for the Baltic Sea, the Mediterranean Sea and the North-East Atlantic being developed under Article 13 (3) of the BWM Convention by the contracting parties to either the OSPAR Convention, the Helsinki Convention or the Barcelona Convention\*. This Guidance will no longer apply when a ship is in a position to apply the D-2 Standard of this Convention, or the Ballast Water Management Convention comes into force and a ship has to apply the D-2 Standard.
2. If the safety of the vessel is in any way jeopardised by a ballast water exchange, it should not take place. Additionally these guidelines do not apply to the uptake or discharge of ballast water and sediments for ensuring the safety of the vessel in emergency situations or saving life at sea in the waters of the Baltic Sea and the North East Atlantic.
3. Definitions:
  - **North-East Atlantic:**
    - those parts of the Atlantic and Arctic Oceans and their dependent seas which lie north of 36° north latitude and between 42° west longitude and 51° east longitude (but excluding the Baltic Sea and the Belts lying to the south and east of lines drawn from Hasenore Head to Griben Point, from Korshage to Spodsbjerg and from Gilbjerg Head to Kullen, and the Mediterranean Sea and its dependent seas as far as the point of intersection of the parallel of 36° north latitude and the meridian of 5° 36' west longitude);
    - that part of the Atlantic Ocean north of 59° north latitude and between 44° west longitude and 42° west longitude.
  - **The Baltic Sea:**
    - the Baltic Sea and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57 44.43'N; and,
  - **The Mediterranean Sea:**
    - the maritime waters of the Mediterranean Sea proper, including its gulfs and seas, bounded to the west by the meridian passing through Cape Spartel lighthouse, at the entrance of the Straits of Gibraltar, and to the east by the southern limits of the Straits of the Dardanelles between the Mehmetcik and Kumkale lighthouses.

4. Each vessel operating in these waters should:
  - have a Ballast Water Management Plan which complies with the Guidelines for ballast water management and development of ballast water management plans (G4) (IMO resolution MEPC.127(53)); and,
  - record all ballast water operations in a ballast water record book.
5. Vessels leaving the Mediterranean Sea and proceeding to destinations in the North-East Atlantic or the Baltic Sea should exchange all their ballast tanks to the standards set out by the D-1 Standard of the Ballast Water Management Convention, at least 200 nautical miles from the nearest land in water at least 200 metres deep, as soon as they enter the North-East Atlantic. It should be noted that the best place to do this is in waters that meet these criteria to the west of Portugal, Spain and France, as most of the waters of the English Channel and its approaches, the North Sea and the Baltic Sea are less than 200m deep. A map identifying these areas can be found in Figure 1<sup>1</sup>.
6. Vessels entering the Mediterranean Sea from the North-East Atlantic or the Baltic Sea and proceeding to destinations in the Mediterranean Sea, the Black Sea or elsewhere should exchange all their ballast tanks to the standards set out by the D-1 Standard of the Ballast Water Management Convention, at least 200 nautical miles from the nearest land in water at least 200 metres deep, before they leave the North-East Atlantic. A map identifying these areas can be found in Figure 1.
7. If, for operational reasons, exchange is not possible at least 200 nautical miles from the nearest land in water at least 200 metres depth, then such exchange should be undertaken as far from the nearest land as possible outside the Mediterranean Sea, and in all cases in waters at least 50 nautical miles from the nearest land in waters of at least 200 metres depth. It should be noted that nowhere in the Baltic Sea fulfils these criteria (Figure 2).
8. The release of sediments during the cleaning of ballast tanks should not take place within the Baltic Sea, or within 200 nautical miles of the coastline of the North-East Atlantic or the Mediterranean Sea.

\* Albania, Algeria, Belgium, Bosnia and Herzegovina, Croatia, Cyprus, Denmark, Egypt, Estonia, The European Union, Finland, France, Germany, Greece, Iceland, Ireland, Israel, Italy, Latvia, Lebanon, Libya, Lithuania, Luxembourg, Malta, Monaco, Montenegro, Morocco, The Netherlands, Norway, Poland, Portugal, The Russian Federation, Slovenia, Spain, Sweden, Switzerland, Syria, Tunisia, Turkey, and the United Kingdom of Great Britain and Northern Ireland.

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<sup>1</sup> For vessels leaving the Mediterranean or the North East Atlantic proceeding to destinations near Tarrifa Cape a different regime for ballast water exchange could be considered.

**Figure 1: Map of North West Europe showing the 200 nautical miles and 50 nautical miles contours and the 200m depth contour.**

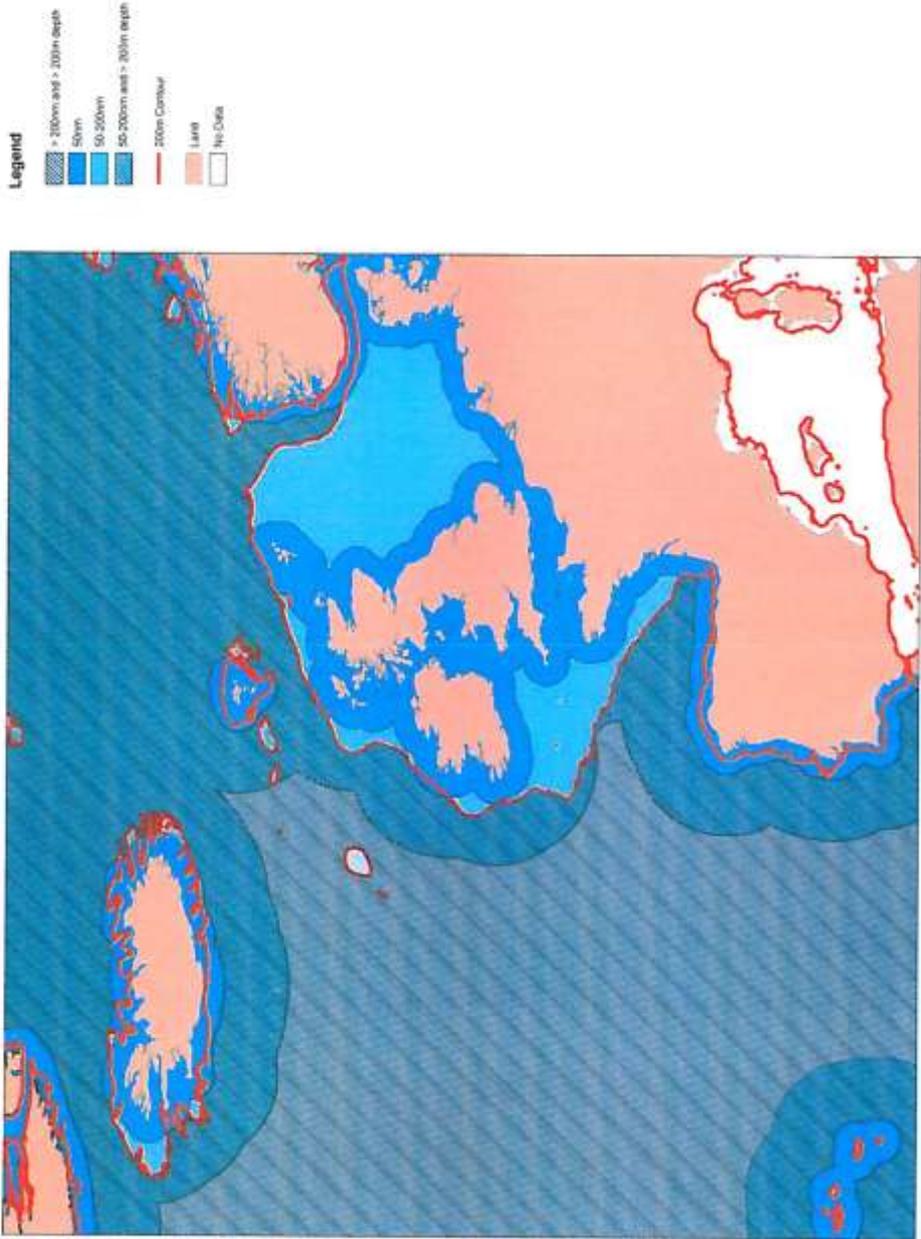


Figure 2: Map of the Baltic Sea showing areas of more than 50 nautical miles from the nearest land and areas of 200 meters depth.

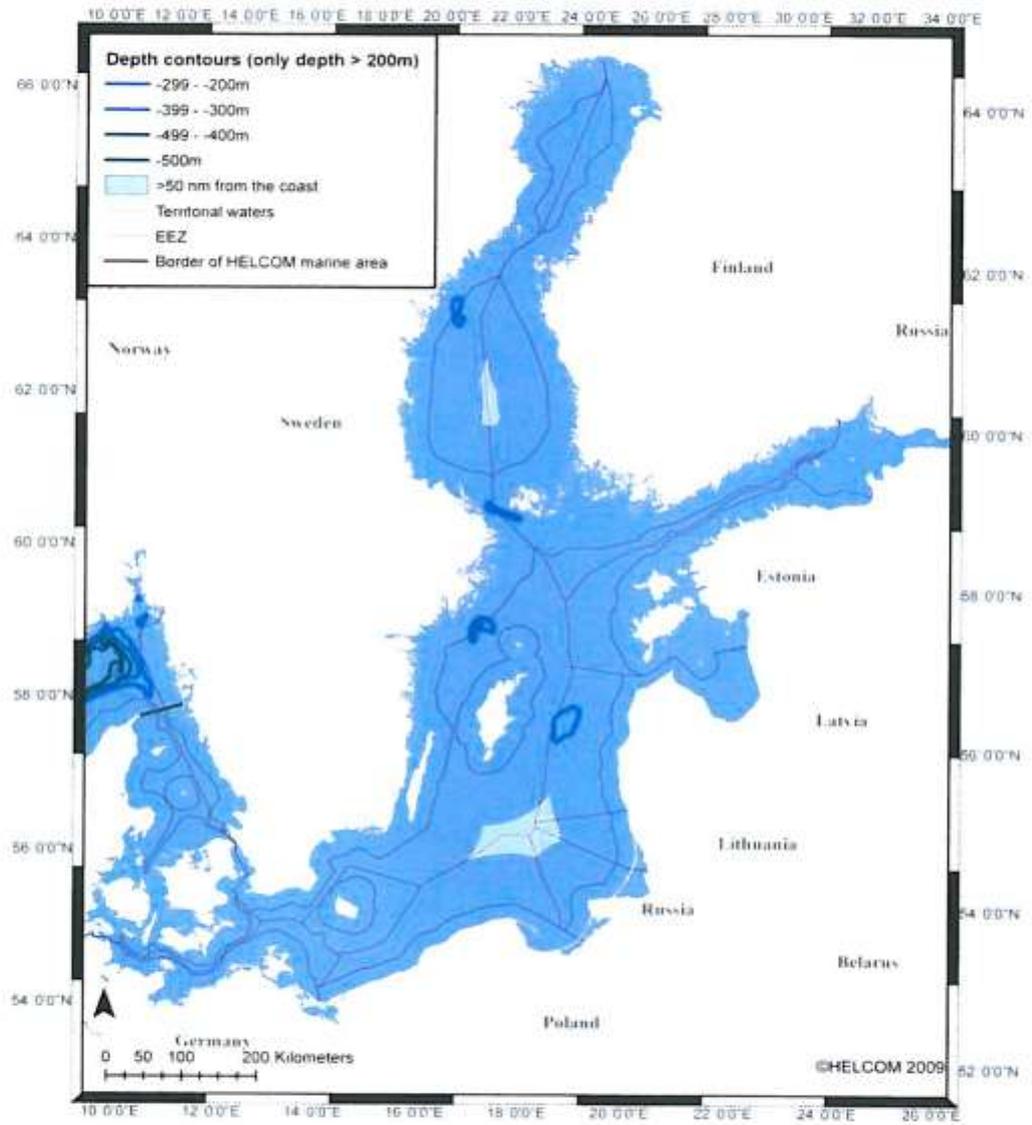


Figure 3: Map showing the areas in the Mediterranean Sea of at least 50 nautical miles from the nearest land in waters of at least 200 meters depth.

