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BWM.2/Circ.51
3 March 2014

**INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT
OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004**

Communication received from the Government of Lithuania

- 1 A communication has been received from the Government of Lithuania regarding measures to control and manage ship' ballast water and sediments.
- 2 At the request of the Government of Lithuania, the above-mentioned communication, annexed hereto, is circulated to Member States for their information.

ANNEX



LIETUVOS SAUGIOS LAIVYBOS ADMINISTRACIJA LITHUANIAN MARITIME SAFETY ADMINISTRATION

Mr. Koji Sekimizu
Secretary-General
International Maritime Organization
4 Albert Embankment
London SE1 7SR
United Kingdom

2014-02-19 No. 6 (1.16)S-241

CONCERNING MEASURES TO CONTROL AND MANAGE SHIPS' BALLAST WATER AND SEDIMENTS

Dear Sir,

please be informed that the Republic of Lithuania has approved measures to control and manage ships' ballast water and sediments in order to avoid harmful aquatic organisms and pathogens (thereinafter - Measures). These Measures determine requirements of control and management of ballast water and sediments necessary to reduce and eliminate risk to environment, human health, property and resources, related to transfer of harmful aquatic organisms and pathogens, also avoid undue delay to ships.

Requirements will take effect on 1st of May 2014 and shall be applied to all ships with ballast water tanks calling and leaving Lithuanian ports.

Requirements shall not apply to:

1. ships operating in Baltic sea area or Lithuanian Republic sea area;
2. any warship or governmental ship;
3. permanent ballast water in sealed tanks on ships, that is not subject to discharge;
4. ships not designed or constructed to carry ballast water;
5. pleasure crafts that are less than 50 metres in length overall and used solely for recreation or competition;
6. craft used primarily for search and rescue and crafts with a maximum ballast water capacity of 8 cubic meters;
7. uptake of ballast water and sediments necessary for the purpose of ensuring the safety of a ship in emergency situations or saving life at sea;
8. accidental discharge or ingress of ballast water and sediments resulting from damage to a ship or its crew provided that all reasonable precautions have been taken before and after the



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occurrence of the damage or discovery of the damage or discharge for the purpose of preventing or minimizing the discharge;

9. uptake and discharge of Ballast Water and Sediments when being used for the purpose of avoiding or minimizing pollution incidents from the ship;

10. discharge of Ballast Water and Sediments from a ship at the same location where the whole of that Ballast Water and those Sediments originated and provided that no mixing with unmanaged Ballast Water and Sediments from other areas has occurred.

According approved Measures ships calling Lithuanian ports shall conduct ballast water exchange at least 200 nautical miles from the nearest land and in water at least 200 metres in depth. In cases where the ship is unable to conduct ballast water exchange at 200 nautical miles from the nearest land, such ballast water exchange shall be conducted as far from the nearest land as possible, but at least 50 nautical miles from the nearest land.

Above-mentioned requirements as regards distance and depth shall not be applied in cases when:

- in order to comply with these requirements a ship should deviate from its intended voyage, or delay the voyage;
- the master reasonably decides that exchange of ballast water would threaten the safety or stability of the ship, its crew, or its passengers because of adverse weather, ship design or stress, equipment failure, or any other extraordinary condition;
- a ship uses a ballast water management system approved by a ship flag competent authority.

There shall be ensured an exchange of at least 95 percent of ballast water.

When a ship is required to conduct ballast water exchange and does not do so because of any circumstances, a master shall immediately notify administration of corresponding Lithuanian port.

I kindly ask You to circulate this to Member States for their information and future action, as appropriate.

Sincerely yours,

Director



Evaldas Zacharevičius