標題

ROPME 海域におけるバラスト水交換について

ClassNK
テクニカル
インフォメーション

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各位

今般、ペルシャ湾沿岸国(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)から構成される ROPME(Regional Organization for the Protection of Marine Environment)は、同国によって囲まれる ROPME 海域においてバラスト水管理に関する独自の地域規制を実施する旨、IMO に対して MEPC 59/INF.3 により通知致しました。

本通知に従い、同海域では 2009 年 11 月 1 日より当該海域でのバラスト水交換を禁止し、バラスト水管理条約 B-4 規則に従う外洋上でのバラスト水交換が要求されますので、当該海域を航行する船舶はご留意願います。

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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添付:
1. MEPC 59/INF.3

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INTERNATIONAL MARITIME ORGANIZATION

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MARINE ENVIRONMENT PROTECTION COMMITTEE
59th session
Agenda item 2

MEPC 59/INF.3
2 February 2009
ENGLISH ONLY

HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

Second Regional Steering Committee Meeting on Ballast Water Management – Identification of ballast water exchange area outside the ROPME Sea Area

Submitted by ROPME/MEMAC

SUMMARY

Executive summary:	This document provides information on the Second ROPME Sea Area Regional Steering Committee Meeting on Ballast Water Management held in the Kingdom of Bahrain on 4 and 5 November 2008, in which the requirements of mandatory ballast water exchange outside the ROPME Sea Area was discussed
Strategic direction:	3.1
High-level action:	3.1.1
Planned output:	3.1.1.1
Action to be taken:	Paragraph 10
Related document:	MEPC 58/INF.4

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Background

1 In continuation of the efforts for responding to the need for a regional approach to ballast water issue in the ROPME Sea Area (RSA), the Second Regional Steering Committee Meeting was convened in the Kingdom of Bahrain on 4 and 5 November 2008. This regional meeting discussed several aspects related to ballast water management in the ROPME Sea Area. Considering the semi-enclosed nature of the Persian Gulf, the sensitivity of the ecosystem to marine bio-invasions and the very large volume of ballast water being discharged into the sea, in April 2008, the ROPME Council decided to identify ballast water exchange area(s) outside the ROPME Sea Area as a matter of priority, to efficiently address the issue of harmful aquatic organisms in ships' ballast water and sediments. In light of the Ballast Water Management Convention and in accordance with the requirements of regulation B-4 of the this Convention, the Regional Steering Committee Meeting discussed this issue extensively and identified the need for ballast exchange outside the ROPME Sea Area and recommended that ballast water exchange, if any, should be conducted outside the ROPME Sea Area.

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Introduction

2 In light of the Ballast Water Management Convention that replaced the voluntary guidelines and considering the specific provisions of the Convention, it is desired to take the necessary steps to mitigate the risk of introduction of unwanted species and also to harmonize National and Regional policies to address the issue of ballast water in the RSA. The ROPME Sea Area is the largest recipient of ships' ballast water. Annually, more than 45,000 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 open sea. Taking into account the environmental sensitivity of the RSA, the IMO resolution MEPC.168(56) recognized and designated the RSA as a "Special Area" as of 1 August 2008 for the purpose of Annexes I and V of MARPOL 73/78 Convention. Therefore, there is a need also to manage and control the spread of the harmful aquatic species in ships' ballast water by implementing a set of measures such as ballast water exchange outside the ROPME Sea Area.

Environmental conditions in the ROPME Sea Area (RSA)

3 The RSA is one of the major oil and gas producing areas in the world, with more than 20,000 oil tankers visiting the region every year and steadily growing dry cargo transportation. A very significant amount of oil is spilled into the sea every year as a result of discharges from ships and the region's many offshore oil and gas platforms. Tanker and cargo vessel traffic generates a substantial amount of ballast water discharged in the RSA.

4 With a certain approximation, the RSA can be divided into three parts.

The Inner RSA

5 This is the area from the Strait of Hormuz to the northern coast with a length of about 550 nautical miles and surrounded by high mountains on the Iranian side and low-lying land on the Arabian side. It is a shallow embayment having a mean depth of about 35 metres with a maximum depth of an average of 70 metres connecting to the Gulf of Oman and the Indian Ocean. The Strait of Hormuz is only 30 nautical miles wide at its narrowest point. The maximum width of the inner part of the region is about 150 nautical miles. It takes about three to five years to exchange the water in the inner RSA.

The Middle RSA

6 This area comprises of the Gulf of Oman and the east coast of the United Arab Emirates, which is a deep basin with depths exceeding 2,500 metres. It has free access to the Arabian Sea and the Indian Ocean.

The Outer RSA

7 This is the area extending from Ras Al-Hadd to the southwestern border of Oman. The area features well developed sandy shores with a large continental shelf to rocky highlands with a narrow continental shelf.

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Outcome of the meeting

8 As a conclusion of two days of extensive discussions, the Steering Committee Meeting recognized the need for the establishment of the mandatory ballast water management requirements to address the issue of harmful aquatic organisms and pathogens in ships' ballast water and sediments in line with the ROPME Council decisions in identifying ballast water management as the most appropriate way to improve the regional marine environment.

9 Taking into consideration the provisions of the regulation B-4 of the Ballast Water Management Convention, the Steering Committee decided as follows:

.1 Vessels arriving from outside the ROPME Sea Area should undertake ballast water exchange en route in water over 200 nautical miles from the nearest land and in water at least 200 metres depth.

.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 depth.

.3 If this is not achievable, then the ship shall provide the respective authority with the reason why she has not done so, and further ballast water management measures may be required, consistent with the Ballast Water Management Convention and other international laws.

.4 These requirements shall take effect from 1 November 2009.

Action requested of the Committee

10 The Committee is invited to note the information contained in this document.

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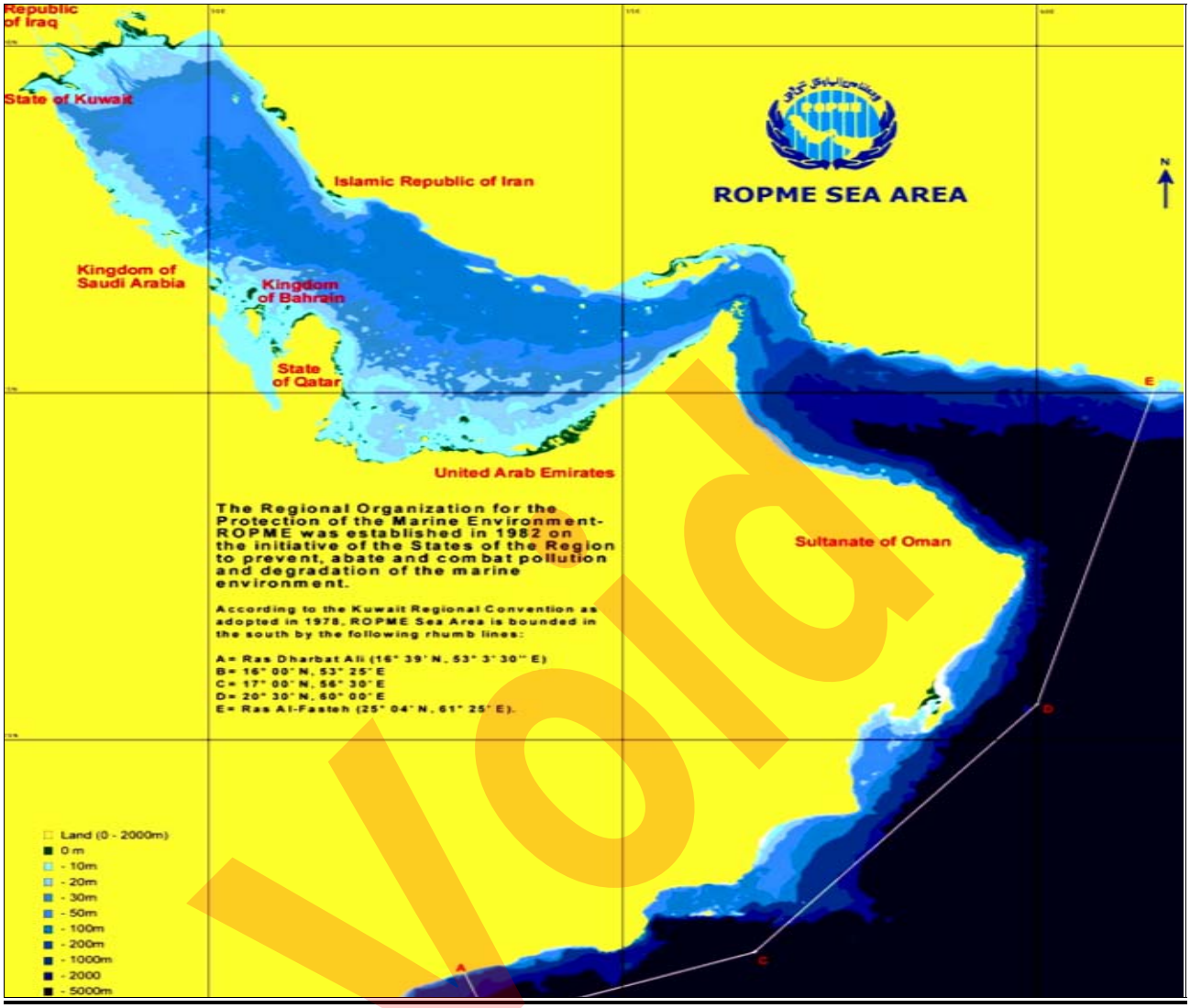
ANNEX

ROPME SEA AREA



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