

To whom it may concern

Bearbeitet von Tom Blendermann

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Ballast water Information for the Ports of “Lower Saxony”

Dear Master, Dear Agent, Dear all,

This leaflet shall be used as an information for vessels at the Ports of “Lower Saxony”. During the last months increased questions arose regarding the difficulties with respect to the uptake of ballast water. This leaflet shall be used as information only for masters and agencies how to deal with such situations in a legally compliant matter. In any of the following cases the local and federal authorities need to be contacted as soon as possible.

1. Discharge of ballast water which is not compliant with the D-2-Standard:

During routine operations (excluding emergency situations including but not limited to e.g. a collision or cases where an immediate discharge is needed to avoid other spillages), ballast water that is not in compliance with regulation D-2 of the Annex to the Ballast Water Management Convention (so called “dirty ballast water”) is not allowed to be discharged within the port limits. No exemptions can be granted. To discharge non-compliant ballast water a land-based reception facility may be used. Contact details can be obtained by either getting in touch with your local agency or by contacting the local authorities.

In case your vessel is arriving at the port limits with “dirty ballast water” contact the local and federal authorities as soon as possible. You can find the contact details at the end of the leaflet or by contacting your agency.

2. Uptake of ballast water when encountering challenging water quality conditions:

In case a vessel is facing challenges during the uptake of ballast water due to challenging water quality there are several possible solutions that could be used. In any case contact the local port authority and the Federal Maritime and Hydrographic Agency (BSH) as soon as possible. A few possible solutions are listed below:

- 2.1 The Master should check if the vessel could achieve a seaworthy condition without the uptake of ballast water.
- 2.2 Inside the rivers there is a high level of sediments. The vessel’s crew should try to ballast during high tide only. Experience shows that the water quality improves during high tide.
- 2.3 Reduction of uptake rate: Some vessels exceed the operational limits of the BWMS, meaning that they would not fulfill the requirements during the uptake of ballast water. A reduction of the uptake rate could improve the ballast operation.
- 2.4 The master could use a land-based ballast water management system. Contact details can be obtained by getting in touch with your local agency.
- 2.5 The Master should follow his BWMP and the *Interim Guidance on the Application of the BWM Convention to Ships operating in Challenging Water Quality (CWQ) Conditions* (MEPC.387(81)).



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Niedersächsische Landesbehörde für Straßenbau und Verkehr
Port Authority, Brommystraße 2, 26919 Brake
Erstellt am 08.09.2025

**Niedersächsische Landesbehörde
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3. Uptake of ballast water with challenging water quality by bypassing the BWMS:

The By-Pass shall be the last resort only as the bypassing would lead to contaminations of the tanks and piping of the vessel which make a decontamination procedure necessary to reach D-2 compliance again. Following Exceptions apply:

- 3.1 Same location: The Master is allowed to take in minimum ballast to maintain a safe condition of the vessel and bypass the BWMS. This water is allowed to be discharged at the same location. This means the non-compliant water could be discharged and new ballast could be loaded by using the BWMS. Experience shows that a change of the mooring could improve the ballast operation. The master shall note that even though the discharge is allowed the vessel might still not be D-2 compliant since the BWMS is contaminated. The same location is defined as "same harbor, same mooring or same anchorage". Since this leaflet is applicable for the ports of "Lower Saxony" the port limits can be found in the general decree of the government of lower saxony. You will find the decree under following link: https://www.strassenbau.niedersachsen.de/startseite/aufgaben/port_authority/hafenbehörde/hafenbehörde-236801.html.

4. Uptake of non-D-2 compliant water and contingency measures:

- 4.1 If, e.g., due to a bypass or alarms, it cannot be expected that D-2 compliance would be achieved during discharge the vessel would need to carry out procedures as agreed with the port State in an area of min. 200 m depth and 200 nautical miles (or, if not possible, 50 nautical miles) away from the nearest land. Please note that in all German waters (North and Baltic Sea) such conditions cannot be reached.
- 4.2 If, e.g. due to a bypass or alarms, it cannot be expected that D-2 compliance would be achieved during discharge the vessel might be qualified to use the "Intra North Sea Ballast Water Contingency and Compliance Area in accordance with BWM.2/Circ.62 and MEPC.387(81)" when meeting all prerequisites and conditions, see: <https://www.deutsche-flagge.de/de/redaktion/dokumente/dokumente-sonstige/2025-07-07-ospar-annex10-intra-north-sea-bw-contingency-area.pdf> and <https://www.deutsche-flagge.de/de/redaktion/dokumente/dokumente-bsh/ersatzmassnahmen-fuer-bwms-en.pdf>. For qualifying for the use of this area please contact the Federal Maritime and Hydrographic Agency (BSH).

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Attachment 01 Contact Details

Contact Local Port Authority:

portauthority.oldenburg@nlstbv.niedersachsen.de

Contact Details Federal Authority regarding Contingency and Compliance Area:

Monday to Friday 9 AM to 3 PM: ballastwasser@bsh.de,

other times and during bank holidays: service@deutsche-flagge.de (+49 40 3190-77 77)

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Att. 02 Intra North Sea contingency and Compliance Area – Not legally binding and information only.

