



Regulatory Update

USCG Updates

VIDA was Signed Into Law

The [White House announced](#) the bill (S.140), which includes the [Vessel Incidental Discharge Act of 2018 \(VIDA\)](#), was signed into law on December 4, 2018, modifying the regulation of vessel incidental discharge and ballast water changes effected by the new law will be developed and phased in over a 2-year period. During this time, it's important for owners to understand that the current EPA Vessel General Permit (VGP) requirements will remain in effect until new regulations are developed.

Important developments under VIDA are:

- The responsibilities of the USCG and the US Environmental Protection Agency (EPA) are clearly defined with the EPA responsible for setting discharge standards, in consultation with the USCG, and the USCG will enforce the standards.
- The USCG must take into account ballast water discharge standards that include organisms that are nonviable and must consider MPN test methods to evaluate organism viability in their USCG Type Approval for ballast water treatment systems.
- The US states are now severely limited in their ability to implement discharge standards that are different from those required by the Federal government.
 - However, some allowance for states and regions to set, administer, and enforce vessel pollutant discharges still exists. For example, the bill provides certain exemptions from ballast water exchange requirements - such as the required distance from shore a commercial vessel must be when exchanging ballast water - for vessels operating between ports or destinations in Pacific Coast states or between Pacific Coast states and the Pacific coasts of Canada and Mexico. The bill also provides a process for Great Lakes states, working through the Great Lakes Commission, to develop enhanced vessel discharge standards for vessels operating within the Great Lakes System and submit them to the EPA and Coast Guard for approval.

USCG Type Approvals

The USCG has announced the following USCG Type Approval updates:

1. The 19th Type Approval application was [submitted](#) to the USCG for the UV Compact Clean BWMS manufactured by DESMI Ocean Guard A/S.
2. The USCG [received](#) the 20th Type Approval application for the Aquarius UV BWMS manufactured by Wärtsilä Water Systems Ltd.
3. The USCG [received](#) the 21st Type Approval application from Cathelco Ltd. for the Cathelco Evolution BWMS.
4. The USCG [announced](#) issuance of the 12th USCG Type Approval certificate to Qingdao Headway Technology Co., Ltd. for the OceanGuard BWMS.
5. The USCG [announced](#) issuance of the 13th USCG Type Approval certificate to JFE Engineering Corporation for the BallastAce BWMS.

The USCG has continued to maintain a [current list](#) of approved BWMS and the status of Type Approval applications.

IMO

IMO G8 Guidelines

In accordance with IMO resolution MEPC.279(70) and effective 28 October 2018, Administrations approving BMWS should now be utilizing the 2016 Guidelines (G8) to issue approvals. Systems approved according to the prior Guidelines (G8) can be installed until 27 October 2020.

GloFouling Partnership to Identify Guidelines to Control Biofouling

The IMO has launched a new collaboration with the Global Environment Facility (GEF) and the United Nations Development Programme (UNDP), called the [GloFouling Partnerships](#) project, to address marine bioinvasions through ships' hulls and other marine structures that can serve as vectors. The project will work to facilitate actions to implement the IMO guidelines for the control and management of ships' biofouling.

Other Updates

Webinar on California Biofouling Management Regulations

The California State Lands Commission (CSLC) has posted their recent webinar on California's Biofouling Management Regulations. In addition to the webinar update, the CSLC [Letter to Agents](#) and [Guidance Document](#) for Biofouling Management Regulations should be considered.



Webinar on California's Biofouling Management Regulations: First Year Update

California Ballast Fine Issued to Shipowner

The indemnity insurer International Transport Intermediaries Club (ITIC) reported that they [settled a claim](#) against a ship manager for a ballast water fine issued by California. The fine was issued as a result of crew conducting deballasting operations that were not consistent with the California regulations that went into effect in July 2017 and that require vessels entering California from international waters to perform their ballast water exchange more than 200 nm from shore. This speaks to the importance of maintaining a current ballast water management plan (BWMP), which the owner claimed the ship manager did not update to reflect the latest California regulations.



Maritime Ballast Water Treatment Report 11: VIDA Passes Into Law

In this 11th program in Maritime TV's Ballast Water Treatment Report Series, Ecochlor CEO, Steve Candito discusses the recently passed Vessel Incidental Discharge Act (VIDA), some of its provisions, and the impact it will have on the maritime industry, in the first of a two-part interview.

Ecochlor in the News

Please contact Ecochlor at sales@ecochlor.com to learn how the Ecochlor® BWTS can help your vessels achieve and maintain compliance with international ballast water regulations.

CASE STUDY

Ecochlor Releases Case Study on Shipowner Training and Service Partnership Program



Protecting our Coastal Ecosystems



Case Study

Ballast Water Management Compliance Guarantee

An Ecochlor/Shipowner Partner Program

Ecochlor has recently released, *Ballast Water Management Compliance Guarantee: An Ecochlor/Shipowner Partner Program*. The case study showcases a novel vendor partner program through Ecochlor that guarantees BWMS regulatory compliance for the vessel. Unlike other vendors, the sale and installation of an Ecochlor BWMS is the just the beginning of a partnering relationship with the owner, operator and crew of the vessel. The training support and service programs have been set up with the goal of keeping the shipowner in compliance with ballast water treatment regulations over the life span of the vessel. Download a copy of the case study at www.casestudy.ecochlor.com.

CONFERENCES, EXHIBITS AND PRESENTATIONS

BWMTech London

London, UK

Ricky Dixon, Director of Sales at Ecochlor, spoke at the recent BWMTech conference in London about a unique Ecochlor case study, Ballast Water Management Compliance - An innovative manufacturer/shipowner partner program. The presentation was well-received by more than 150 people representing all facets of the maritime industry. The presentation was developed around an innovative partnership program created by Ecochlor to better assist shipowners after the sale and installation of the Ecochlor ballast water management system.

[Click here](#) to download a copy of the presentation.



WMTC18
Shanghai, China



Mac Mu, Ecochlor Business Manager in China presented the engineering paper, BWTS Retrofits: A Steering Gear Room Installation on December 5th at the WMTC18 in Shanghai, China on

December 2, 2018. Shown at the conference with Marty Toyen, President of SNAME.

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