



USCG Updates

VIDA Update

On 4 December 2018, the Vessel Incidental Discharge Act of 2018 (VIDA) was signed into law. The US EPA will set discharge standards that the USCG will implement, monitor, and enforce. State-specific ballast water management regulations will generally not be allowed; however, a development and approval process for enhanced discharge standards in certain regions (i.e. Great Lakes and West Coast) was included. The EPA will set discharge standards no later than two years after enactment. The USCG will finalize implantation regulations no later than two years after the EPA has set the discharge standards. Read the [VIDA update from Read Adm. John Nadeau](#).

The [2013 Vessel General Permit \(VGP\)](#) requires compliance beyond its expiration date until all aspects of VIDA have been finalized. Owners and operators are reminded to submit an Annual Report by 28 February 2019 for all vessels that a Notice of Intent (NOI) form has been filed. The Annual Report must be filed even if a vessel did not operate in US Waters during the calendar year. Information can be found in Section 4.4 of the VGP; the Annual Report form is provided in Appendix H of the VGP.

USCG Type Approvals

The USCG has announced the following USCG Type Approval updates:

1. The USCG [received](#) the 22nd Type Approval application for the Semb-Eco LUV U1 BWMS from SEMB-Eco Pte, Ltd.
2. The USCG [announced](#) issuance of the 14th USCG Type Approval certificate to Pania Co., Ltd. for the GloEn-Patrol BWMS.
3. The USCG [announced](#) issuance of the 15th USCG Type Approval certificate to De Nora Water Technologies Texas, LLC for the BALPURE BWMS.
4. The USCG [announced](#) issuance of the 16th USCG Type Approval certificate to Envirocleanse, LLC for the inTank BWMS.

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

USA Government Shutdown Impact

According to the Maritime Executive, [February 1, 2019 electronic newsletter](#), the key takeaways from the government shutdown for the maritime community include:

Potential backlogs for vessel compliance documentation:

- The National Pollution Funds Center (NPFC) did not process Certificate of Financial Responsibility (COFR) applications during the lapse in appropriations.
- Certificates of Documentation for commercial vessels were not processed during the shutdown, except for those necessary to meet national defense requirements or for

vessels actively carrying Department of Defense cargo. Under the terms of marine safety information bulletin 1/19, vessels with expiring CODs were generally allowed to continue trading during the shutdown, so long as they submitted a renewal application.

Merchant mariner credentialing resumes:

- The National Maritime Center has reopened, and Regional Examination Centers nationwide are fully operational and open to the public.
- Merchant Mariner Credentials and Medical Certifications (National Endorsements only) set to expire in December, January or February will remain valid until May 31.
- Additional Information letters, Qualified Assessor letters, Designated Examiner letters, Proctor Approval letters, Approval to Test letters, and mariner training completion certificates set to expire in December, January or February remain valid until April 30.

Mariners seeking to operate on STCW endorsements that expired on or after December 1 may request continued service STCW dispensations via e-mail at STCWDispensations@uscg.mil.

IMO

IMO Winter News

The IMO Pollution Prevention and Response Sub-Committee will hold its 6th meeting 18-22 February 2019. The provisional agenda includes discussions about guidance on ballast water sampling and analysis. The IMO also published its [Winter 2018 issue](#) of the IMO News Magazine on 15 January 2019.

Other World News

ABS Gathers Feedback from Shipowners

ShipInsight's lead editor, Malcolm Latache [reports](#) ABS is working on updates for the *Best Practices for Operations of Ballast Water*.

In analyzing the results from the gathered responses, it is clear that many in the marine industry are making efforts to get systems fully functional and in operation to meet US Coast Guard or IMO compliance timelines. Responses indicate that the number of completely inoperable systems has dropped from 14%, down to 6%, since ABS last conducted a questionnaire in Autumn 2017.

Key insights gained during the workshop include:

- Incorporating ship-specific contingency measures within the BWM Plan helps avoid potential downtime and financial penalties;
- System-specific training, both for shoreside support and ship crew, is critical for effectively operating and maintaining a BWM system;
- Monitoring key data and operational trends and understanding system design limitations helps crew determine the suitability of the treatment technology for a vessel's planned operational routes;
- Vendor after-sales global support and expertise is critically important for uninterrupted system operation.

Turkish Environmental Pollution Fines Increase

Pollution fines increased by 23.73% during the annual review of the Turkish Environmental Fine Tariffs applicable from 1 January 2019 to 31 December 2020. The size of the vessel and pollutant category determines the amount of the fine and must be paid in cash. [Recommendations to avoid fines](#) include checking all ballast water for successful

treatment prior to discharge.

China BWM Convention Came Into Force January 2019

China acceded to the International Convention on the Control and Management of Ballast Water and Sediments on Ships, 2004 (Convention) in 2018. To implement the Convention, the China MSA published [Measures for supervision and management of ship ballast water and sediment](#) which came into force on 22 January 2019.



Ballast Water Management Report

In this 13th program in Maritime TV's Ballast Water Management Report Series, Ecochlor CEO Steve Candito discusses the need for proper installation engineering design preparation before installing a ballast water treatment system aboard ship.

Ecochlor in the News

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

CONFERENCES, EXHIBITS AND PRESENTATIONS

CMA Shipping

Stamford, CT



Scrubbers and Ballast Water Systems for Superintendents Intermanager Environmental Conference

Limassol, Cyprus



management system installation.

Tom Perlich, Managing Director, will be speaking in front of 150 Superintendents at the Intermanager conference on March 13, 2019. His topic is focused on issues regarding installation pre-planning and the preparation shipowners should consider to ensure on-time delivery of equipment and installation schedules with key stakeholders in order to have a successful ballast water

Ecochlor will also be in attendance at the following conferences. Contact [Kathie Clark](#), Director of Corporate Communications to schedule a meeting with one of our sales representatives at these events.

Safety4Sea

February 20, 2019; Limassol, Cyprus
Vassilis Moraris, Technical Sales Engineer

Asian Tanker Shipping & Trade

February 26 - 28, 2019; Singapore
Ecochlor's Singapore Sales Agent: Hexa Pacific Pte., Ltd; Jimmy Chen

Capitol Link Cyprus Shipping Forum

February 27, 2019; Limassol, Cyprus
Tom Perlich, Managing Director

Intertanko North America Meeting

April 1 - 2, 2019; Stamford, Connecticut, USA
Steve Canditor, CEO

WISTA CMA Annual Award Luncheon

April 2, 2019; Stamford, Connecticut, USA
Kathie Clark, Director of Corporate Communication

PUBLISHED NEWS ARTICLES



Motorship

December Issue, 2018

Scorpio Group's investment in U.S. ballast water treatment supplier Ecochlor ensures good service in a compliance-critical field, writes Gavin Lipseth, editor.

Click [here](#) to read the informative interview of Ole Christian Schroder, director of environmental compliance, Scorpio Group.

[Maritime Reporter](#)

January Issue, 2019

Manufacturer Support is Critical to BWMS Regulatory Compliance

"At Ecochlor, we felt it was important to respond to the shipowner's concerns over the industry's overabundance of inoperable systems in the market. With penalties ranging from Port State detentions, delays in cargo operation, an owner's reputation, and sometimes extended to commercial and/or financial losses there was a need to show shipowners that we stand by our product. The BWMS Compliance Guarantee, EcoCare™, was initiated to ensure our partnership in compliance with our clients. At no additional cost, the shipowner is guaranteed BWMS regulatory compliance for the life-cycle of the vessel, provided the system is operated properly," said Steve Candito, CEO of Ecochlor. Click [here](#) to read the complete article.

[Marine Propulsion & Auxiliary Machinery](#)

January Issue, 2019

USGC switches off non-essential services - including BWMS type-approval

Steve Candito, CEO interviewed on U.S. government shutdown. Click [here](#) for the complete article.

[Lloyd's List/KNect 365](#)

January E-blast 2019

Ballast water management: strategy, systems and regulations

Steve Candito, CEO of Ecochlor, suggested, "if you are a shipowner and haven't even started the decision-making phase regarding a treatment technology for your vessel(s), you might want to rethink your compliance strategy". Candito recommended that shipowners should begin retrofit planning a year in advance by reaching out to marine engineering firms experienced in ballast water treatment installations to determine which treatment technology is best suited for their vessel or fleet of ships, and also to the vessel's classification society (Class) to be aware of any limitations placed on the system's use. Click [here](#) to read the complete article.

This information is provided in this email by Ecochlor as a courtesy and all regulatory requirements must be verified by the vessel

