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Latest News



During this Season, I want to take a moment to reflect upon good things . . . like your continued relationship with Ecochlor, along with my wish for better times in the new year.

Whilst this past year has brought unique challenges to us all, I would like to commend the Ecochlor team for their ability to build and deliver systems around the globe in a timely way throughout the entire pandemic; it has been no small achievement!

Additionally, we have welcomed new employees in our Corporate Headquarters in the United States, added to our service and spare parts network, and almost doubled our sales, service and chemical resupply support capabilities to more locations around the world during 2020, despite the pandemic difficulties. This business expansion ensures quicker service response time to our clients and prospective customers.

Ecochlor's strong after-sales support is a big factor in receiving follow-up orders from our current client base. Additionally, Ecochlor has signed its first multi-vessel contracts for both retrofits and new builds with our Asia Pacific based clients. We take this opportunity to thank all of our clients for their support of Ecochlor!

Wishing you and yours a very happy holiday season and healthy and prosperous New Year.

Steve Candito
CEO



International News

IMO's Revised Meeting Schedule

IMO has published the [revised 2021 meeting schedule](#). Due to uncertainty relating to COVID-19, all meetings taking place before 31 July 2021 will continue to be held remotely. PPR 8 will take place 22-26 March 2021, and two MEPC meetings are currently planned for 2021: MEPC 76 is scheduled for 14 – 18 June 2021 and MEPC 77 is scheduled for 1 – 5 November 2021.

United States News

VIDA Proposed Rule Comments and Other Supporting Documents Available to the Public

The EPA's proposed rule, "[Vessel Incidental Discharge National Standards of Performance](#)", was published in the Federal Register on 26 October 2020. The public comment period closed on 25 November 2020, with the EPA receiving 179 comments (as of Dec. 7). The public comments and other supporting documents can be viewed [HERE](#). The [EPA Commercial Vessel Discharges](#) webpage has useful information about the existing and proposed regulations, and the EPA's [VIDA Stakeholder Engagement Opportunities](#) website has recordings of the virtual public meetings that the EPA held in November, and also provides a presentation with information about the proposed regulations. A useful legal summary of VIDA has been published by [BlankRome](#).

EPA FAQ on Sampling and Monitoring for 2013 VGP

The EPA has published an updated "[Frequently Asked Questions](#)" relating to Sampling and Monitoring for the 2013 VGP. A key update provided clarification regarding residual biocide monitoring requirements for chlorine dioxide and chlorine. Specifically, the EPA clarified that only the relevant biocide used in the treatment process should be tested (i.e., a system using chlorine dioxide should only be tested for residual chlorine dioxide, and not tested for residual chlorine since it not used with the system).

USCG Issues Policy Letter on Alternative Component Testing

The USCG has issued [Policy Letter CG-OES No. 03-20](#), which provides guidance for testing of alternate components for a type approved BWMS. Alternate components are components that are not listed in the BWMS Operation, Maintenance, and Safety Manual (OMSM), and the recent USCG guidance specifically addresses filters as alternate components. Determination of any testing requirements for approval to use alternate components is made by the USCG Marine Safety Center and is evaluated by the Independent Laboratory to ensure USCG requirements are met.

California Vessel Report Form Submission Changes

Changes to California's Annual Vessel Reporting form submission requirements will go into effect on 1 January 2021. The change requires online submission of the Marine Invasive Species Program Annual Vessel Report Form (AVRF) via the "[MISP.IO](#)" web-based platform at least 24 hours prior to a vessels first arrival at a California port during each calendar year. Read [HERE](#) for more information.

Ballast Water Treatment System Type Approval

The USCG has recently issued a Type Approval Certificate for the following treatment system: [KBAL BWMS](#) manufactured by Knutsen Ballast Water A/S (38th type approval)

No new applications for Type Approval have been received by the USCG. A [current list](#) of approved BWMS and the status of Type Approval applications is maintained by the USCG.

Asia-Pacific Shipping Forum

Panos Smyroglou, Director of Business Development spoke at the Asia Pacific Shipping Forum about the benefits of the Ecochlor Ballast Water Management System (BWMS).



Ecochlor in the News

[NAFSgreen World Shipping Magazine](#)
November/December Issue 2020

Article



Steve Candito
Is Your Ballast Water Management System Compliant: Understanding the AMS BWMS and IMO BWMS Code Requirements

Time is running out and shipowners need to understand the latest ballast water management system (BWMS) regulations for their treated systems to comply with the 2020 AMS deadlines and IMO BWMS Code Type Approval.

AMS BWMS installation was required by the US Coast Guard (USCG) in 2017. The International Maritime Organization (IMO) BWMS Code Type Approval was required in 2020. Shipowners need to understand the differences between the two systems and the requirements for each.

In the US, the USCG requires that all vessels over 150 gross tons (GT) have a BWMS installed by 2017. The USCG also requires that all vessels over 150 GT have a BWMS installed by 2020. The USCG also requires that all vessels over 150 GT have a BWMS installed by 2020.

The USCG is allowing some additional flexibility, which can be used to help shipowners understand the requirements for each system. The USCG also requires that all vessels over 150 GT have a BWMS installed by 2020.

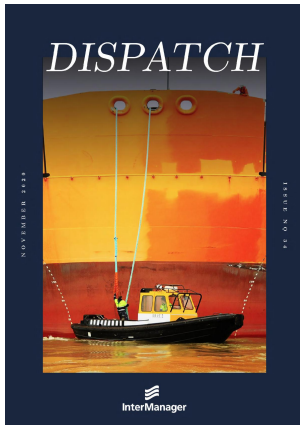
IMO BWMS Code Type Approval was required by the IMO in 2020. The IMO also requires that all vessels over 150 GT have a BWMS installed by 2020. The IMO also requires that all vessels over 150 GT have a BWMS installed by 2020.

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Spotlight on Ecochlor

In this issue, NAFSgreen focused on the challenges facing shipowners to be ballast water management compliant. Read articles written by leaders in the industry.

- Is your BWMS Compliant: Understanding the AMS and IMO BWMS Code Requirements
- Interview by Panos Symroglou. At Ecochlor we are Expanding our Global Service Capabilities
- Ballast Water Treatment: Chlorine Dioxide is NOT Chlorine
- Coordinating BWMS Retrofit Logistics can be Challenging in 2021
- After the Retrofit: Training is One of the Single Most Important Issues to BWMS Compliance
- "Best in Class" BWMS Service & Customer Support



InterManager Dispatch November Issue 2020

NanoVapor Tank Degassing - Saves Time, Money and is Safe for the Crew

In the shipping industry, time is money. A shipping company loses money when a vessel is not in service. In these difficult times, losing money is the last thing that any company wants to be doing, especially when the cause of the loss is avoidable. Read more.

Royal Institute of Naval Architects
[Ecochlor successfully targets Asian market](#)

Xinde Maritime Network
[Chlorine dioxide is very different from chlorine in ballast water treatment](#)

iMarine
[Chlorine dioxide is very different from chlorine in ballast water treatment](#)

NEWS.SOSHIP.com
[Chlorine Dioxide is Not Chlorine](#)

Riviera Maritime Media
[Time is Running Out for BWMS Code Type Approval](#)



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