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Latest News



Ballast Water Management Regulatory Update

International News

The Virtual MEPC 77 Meeting Was Held 22 - 26, November 2021

IMO's Marine Environment Protection Committee (MEPC) 77th session took place 22 – 26 November 2021. For the first time since the pandemic and IMO meetings being held remotely, a virtual Ballast Water Review Group (BWRG) was established during MEPC 77. A key topic that the BWRG considered is the development of a circular with draft guidance on ships operating at ports with challenging water quality. Related to BWMS commissioning testing, IACS has proposed a unified interpretation of the timing for implementation of this requirement. Additionally, the GESAMP-BWWG has proposed holding a Stocktaking Workshop to evaluate their position on TRO sensors used in BWMS. Ecochlor will monitor these and other important developments from MEPC 77.

IMO Building Phase Data

IMO's Experience Building Phase (EBP) data was gathered and submitted at MEPC 77:

- The Canadian Administration submitted information to MEPC 77 [MEPC 77/4/3](#) on scientific research conducted on BWMS performance and potential approaches for post State control compliance inspections.
- The Brazilian Administration submitted information to MEPC 77 [MEPC 77/4/10](#) regarding ongoing studies for implementation of the D-2 standard and the use of ballast water exchange (BWE) plus ballast water treatment (BWT) in ports with challenging water quality
- The IMO Secretariat submitted an update on the EBP to MEPC 77 [MEPC 77/4/5](#) regarding data gathered thus far and data processing being conducted by the World Maritime University.
- Members of the Global TestNet have [gathered and submitted information](#) on BWMS type approval and compliance testing.

IMO Regional Presence Office Established for the Pacific Islands Region

The IMO's Technical Cooperation Committee has approved establishing [an IMO Regional Presence Office \(RPO\) for the Pacific Islands region](#). This was reviewed during the 34th extraordinary session of Council and the final decision about the location of the Pacific RPO will be determined after potential host countries submit their proposals to the IMO.

United States News

EPA Defines Waters of the United States Definition

The U.S. Environmental Protection Agency and U.S. Department of the Army announced a proposed rule to re-establish the pre-2015 definition of "[waters of the United States](#)" (WOTUS), updated to reflect consideration of Supreme Court decisions.

Vessels Fined by EPA over VGP Violations

The U.S. Environmental Protection Agency (EPA) [fined penalties totaling \\$81,474 against two ships over](#)

[inspection, monitoring, and reporting violations](#) in California and Louisiana alleging that the two vessels, a container ship and a bulk carrier, violated the EPA's Vessel General Permit (VGP) issued under the Clean Water Act.

VIDA Listening Session

On 22 October 2021, the US EPA held a [“VIDA Regulated Community Listening Session”](#) where they invited commenters on the proposed rule to provide additional feedback to the EPA. The EPA did not provide an update about public comments they received or provide definitive dates on when the EPA will eventually publish their VIDA regulations; however, this was stated to be sometime in 2022.

California State Lands Commission (CSCL) Holds Webinars to discuss new BWMS Standards

The California State Lands Commission (CSLC) has adopted regulatory amendments to implement the USCG ballast water standards for vessels arriving in California ports. The changes will be effective 1 January 2022. To support understanding the recent amendments, the CSLC held one webinar 18 November 2021 and will hold a second one on 16 December 2021. More information is available on the [CSLC website](#).

As a reminder, the CSLC has [announced](#) a **no-cost** program available to shipowners who are interested in having biological efficacy testing performed on their installed BWMS. The CSLC has chosen Golden Bear Research Center to perform testing, which does not need to be carried out in California. Interested stakeholders should contact info.GBRC@sum.edu for details.

Ballast Water Treatment System Type Approvals

Ecochlor [announced](#) it has filed an application for the EcoOne™ Filterless and EcoOne Hybrid™ ballast water management systems with the U.S. Coast Guard (USCG) for Type Approval. This application is an amendment to Ecochlor's existing BWMS Type Approval.

The USCG has recently issued Type Approval Certificates for the following treatment systems:

- [Nanji NiBallast BWMS](#) manufactured by Jiangsu Nanji Machinery Co., Ltd. (4th type approval)
- [HiBallast NF BWMS](#) manufactured by Hyundai Heavy Industries Co., Ltd. (4th type approval)

A [current list](#) of approved BWMS and the status of Type Approval applications is maintained by the USCG.



Environmental Awards

Ecochlor Received the NAMEPA “2021 Marine Environment Innovation” Award

The North American Marine Environment Protection Association (NAMEPA) has chosen Ecochlor, Inc. as the recipient of the [“2021 Marine Environmental Innovation” award](#) based on their new no-filter [EcoOne™](#) and [EcoOne Hybrid™](#) ballast water management systems (BWMSs).



Presented by



Ecochlor in the News



Naftika Chronika

December 2021

Maran Tankers, the oil tanker operating division of Greece's Angelicoussis Shipping Group, tested Ecochlor's **EcoOne™** and **EcoOne Hybrid™** BWMS. The article, *Ecochlor offers a range of services to assist the shipowner in overcoming any challenges in BWMS implementation* is an interview by Panos Smyroglou, Director of Business Development located in the Ecochlor Greek office in which he explains the testing process and benefits of the new systems.

Article: Click [HERE](#) to read the full article.



NafsGreen World Shipping Magazine

November | December 2021

No Neutralization BWMS Results in Big Savings for Gravity Intake or Discharge Vessels

In choosing a BWMS for bulk carriers, shipowners need to take into consideration any discharge requirements for the ballast water. Top Side tanks are typically filled through the fire main and, due to their design, do not have the capability to treat or neutralize the ballast water prior to discharge. Additionally, a second treatment [BWMS] system would probably be required to treat any uptake to the general service pump or major modifications would have to be made to the fire main to connect the two. One very important feature of all the Ecochlor systems for ships using gravity ballasting, is that only a single treatment system

is required for up to three chemical injection points that connect to the vessel's ballast lines. This means you can treat the ballast water both in the main ballast line as well as the fire main, therefore, eliminating the need for a second system or additional piping modifications between the two.

Click [HERE](#) to read the full article.

Inert gas generators – should installation be mandatory on tankers?

Incidents and loss of life continue to occur on tankers without inert gas systems. But what are the pros, cons and alternatives to such systems?



Emma Maccarthy, West of England P&I Club loss prevention officer

“THERE IS A BIG GAP IN THE SYSTEM AND THAT NEEDS TO BE RECTIFIED”

Photo: Shipping & Trade Magazine/September 2021

Tanker Shipping & Trade

September 2021

In a recent Riviera Maritime Media webinar, *Shouldn't all tanker owners install inert gas generators?* Ecochlor's brand manager NanoVapor, Soren Scheid; Survitec's managing director maritime protection, Bernt Ohm; and, West of England P&I Club loss prevention officer, Emma Maccarthy discussed whether the SOLAS Convention (Chapter II-2, Regulation 4-5.5) is failing and the role and responsibility of the charterer in selecting tankers without inert gas (IG) systems. Article: Click [HERE](#) to read the full article.

WEBINARS, EXHIBITS AND PRESENTATIONS

Nor-Shipping

Date: 10 - 13 January 2022

Attending: Sören Scheid, Regional Business Development Manager /Europe, Scandinavia and UK

Visit Exhibition Stand Number C02-34

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