

## Environmental Maritime Regulatory Update



### [International News](#)

#### **IMO Published EmS Guide**

In June 2024, the IMO published revision #3 of circular MSC.1/Circ.1588, "Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide)." The revision was approved at the 105th session (15 – 24 May 2024) of the IMO's Maritime Safety Committee, and included amendments related to recent IMDG Code amendments (resolution MSC.556(108)). A summary of the revisions and the document can be downloaded [HERE](#). The Revised EmS Guide has a voluntary application date of 1 January 2025 and a mandatory entry-into-force date of 1 January 2026.

#### **Draft Amendments to Procedures for PSC**

During the 10th session of the IMO's Subcommittee on Implementation of IMO Instruments (III), the Subcommittee considered draft amendments to the "Procedures for port State control, 2023" (Assembly resolution A.1185(33)). The amendments included a new appendix on Guidelines on control and compliance measures to enhance maritime security and changes to the Guidelines for detentions of ships. The proposed amendments will be further developed through Correspondence Group to Harmonize Port State Control (PSC) Activities and Procedures Worldwide, and are anticipated to be finalized at the 11th session of III, and presented at the 34th session of the Assembly in 2025. This session of III also considered development on guidance on remote methods for ISM Code audits and amendments to HSSC Guidelines, and this work will continue to the next III session. A summary of III 10 is located [HERE](#).

#### **IACS Revised Requirements for Cyber Resilience**

The International Association of Classification Societies (IACS) revised requirements for cyber resilience of onboard systems and equipment ([UR E27, Rev. 1](#)) entered into force for ships contracted for construction from 1 July 2024 or after. The revised requirements take into consideration the technological advancements taking place for ships, container terminals, ports and more, as well as ships' increased reliance on technology. As dependence upon technology increases, cyber-attacks and vulnerabilities also increase, and the revised UR E27 helps protect the maritime sector from related cyber threats.

### [United States News](#)

#### **USCG Evaluates Testing Methods for Type Approval**

The US Coast Guard is evaluating new viability testing methods for the type approval of Ballast Water Management Systems (BWMS). This involves assessing the environmental impact of these methods to ensure they meet U.S. ballast water discharge standards being developed by the Environmental Protection Agency. Public and virtual meetings will be held to discuss this. Comments can be submitted orally at the meetings or in writing via <https://www.regulations.gov> by October 7, 2024. Click [HERE](#) for more details on the virtual schedule.

#### **USCG Submits Final Rule Under VIDA**

The [US EPA has submitted its final rule](#) under the Vessel Incidental Discharge Act (VIDA) to the US Office of Management and Budget (OMB). This is one step closer to completing the process toward development of the EPA's regulations for VIDA, and upon completion will trigger the 2-year time period for the US Coast Guard to develop and publish its final regulations under VIDA. The OMB has a 90-day review period, which if adhered to, will end mid-September 2024. More developments to follow.

#### **BWMS USCG Type Approvals**

Ballast Water Treatment System Type Approvals – the USCG has not issued new type approvals since October 2023. There are currently eleven (11) applications under review for amendments to existing type approvals. The USCG maintains a [list of approved systems and those under review for type approval](#). Type Approval Certificates for all USCG approved BWMS are available [HERE](#).

### [Other](#)

#### **BIMCO Biofouling Survey**

Have input in the 3rd BIMCO Biofouling Survey. This year's survey builds on previous surveys from 2018 & 2021, focusing more deeply on inspection and cleaning practices. Take a few minutes to fill out the survey [here](#) and make your voice heard! The survey is available [HERE](#) and will remain open until **30 September 2024**.

#### **Zero Carbon Shipping Report**

Transitioning the global fleet to climate-friendly fuels is key to decarbonizing shipping. But with new ships operating for decades and many alternative fuels not yet widely available, shipowners face tough choices. Read the latest report from the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping as it explores the technical, economic, & environmental impacts of converting tankers to methanol or ammonia. Learn how these changes can shape a sustainable future. Download the report [HERE](#).

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

\*\*\*This information is provided by Ecochlor as a courtesy and all regulatory requirements must be verified by the vessel\*\*\*



Designed with the crew in mind, the [EcoOne](#) easy-to-use ballast water management system (BWMS) simplifies operations while ensuring regulatory compliance as well as environmental responsibility through its low power requirements.

**EcoOne® Filterless BWMS**  
Eliminating filters, this system reduces installation and maintenance complexity, making it easier for crews to operate. With no filters to clean or replace, reliability is enhanced, and downtime is minimized. Suitable for marine and brackish waters (≥ 1 PSU), it faces no restrictions on temperature or turbidity.

**EcoOne® Hybrid BWMS**  
Offering the flexibility to operate with or without a filter, this hybrid system is perfect for global operations. Its smart feature allows seamless filter engagement or disengagement, tailoring to different water types. Existing systems can be upgraded to the hybrid option at minimal cost.

Ready to optimize your ballast water treatment? Contact Ecochlor today for a personalized consultation at [sales@ecochlor.com](mailto:sales@ecochlor.com).

[Armada Technologies](#) (Armada) is excited to announce its affiliation with [Kaeser Kompressoren](#) (Kaeser), who will be the supplier of record for Armada's Passive Air Lubrication System (PALS) supplementary rotary blowers.

Armada's patented PALS uses the ship's forward motion to passively create a precise air-water mixture for enhanced hull lubrication. Unlike traditional methods that rely on the continuous running of high-energy, high-pressure air compressors, PALS consumes significantly less power, required only for system control and monitoring. To maximize the versatility of the PALS system, Armada have elected to deploy Kaeser low-pressure, high-volume air blowers to support optimal ongoing drag reduction performance in higher sea states and at speeds far outside of the specified PALS design point, thereby offering as much flatter performance curve overall.

Kaeser is supplying Armada with their oil-free rotary air blowers, which provide exceptional energy-efficiency and dependable performance for Armada's PALS technology. Click [HERE](#) to read the full press release.

## Ecochlor's & Armada's Published Articles



**Marine Propulsion and Auxiliary Machinery**  
September Issue  
Alex Routledge, Armada Technologies CEO

### Armada Technologies' PALS supports FuelEU Maritime Regulations

The European Commission rolled out a regulation to help cut GHG emissions by 55% by 2030, called the FuelEU Maritime Regulation which mandates ships use cleaner fuels and energy. It sets limits on the GHG intensity of energy used by ships larger than > 5,000 gross tons (gt), carrying passengers and cargo, and calling on European Union (EU) ports. It is based on reported fuel consumption and emission factors of fuels on a well-to-wake basis. Additionally, ships must connect to onshore power at major EU ports by 2030, expanding to all EU ports by 2035.

Alex Routledge, Armada Technologies CEO discusses the benefits of using the firm's PALS technology to lower fuel costs and reduce GHG emissions, while lowering EU levies. To read the full article click [HERE](#).



**Maritime Reporter**  
September Issue  
Andrew Marshall, Ecochlor CEO

### Time is Ticking Toward BWM D-2 Discharge Standards Deadline

"In the maritime world, time waits for no one—especially when it comes to regulatory compliance. The Ballast Water Management (BWM) Convention's D-2 standards deadline is fast approaching, with a cutoff date of September 8, 2024. Compliance with BWM is not merely a recommendation; it has become a necessity. The approaching D-2 standards deadline marks a significant turning point that has been a long time coming. If you haven't yet installed a Ballast Water Management System (BWMS), now is the time to act. If your current system isn't performing as expected, consider a replacement. ..." To read the full article click [HERE](#).



**Tanker Shipping & Trade**  
September Issue  
Andrew Marshall, Ecochlor CEO

### From Leniency to Enforcement: Preparing for the Changing Landscape in Ballast Water Management

"The consequences of non-compliance can be quite serious, ranging from hefty fines to operational delays. Accordingly, this is no longer an issue for the future—it is a pressing reality that requires attention now," writes Andrew Marshall Ecochlor CEO. "BWMS Port State Control (PSC) inspections are becoming more frequent and increasingly focused on compliance with D-2 standards. In the event of an inspection failure, vessels could also risk fines, delays, and even denial of future port access for recurring issues. This heightened scrutiny highlights the importance of having a properly functioning and well-maintained system on board your ship. Regular maintenance and crew training, as well as timely upgrades aren't just recommended; they're essential for smooth operations and avoiding any hicups in port..." To read the full article click [HERE](#).

## Upcoming Conferences

Excited to see you  
3 - 6 sept 2024  
hamburg

Hall A1 Stand 218

ecochlor armada SMM

[Tickets](#)  
[Conferences](#)  
[Program](#)

**Attending from Ecochlor:**  
Andrew Marshall, CEO Ecochlor  
[andrew\\_marshall@ecochlor.com](mailto:andrew_marshall@ecochlor.com)  
David Swindells, Director of Sales & Marketing  
[david.swindells@ecochlor.com](mailto:david.swindells@ecochlor.com)  
Sören Scheid, RBDM EU & UK  
[soren.scheid@ecochlor.com](mailto:soren.scheid@ecochlor.com)

**Attending from Armada:**  
Alex Routledge, CEO Armada  
[alex.routledge@armada-technologies.com](mailto:alex.routledge@armada-technologies.com)

[Schedule a Meeting at SMM](#)

[ABS Sustainability Summit](#)  
2 September 2024 | Nord Event Panoramadeck, Hamburg Germany  
**Attending:**  
David Swindells: [david.swindells@ecochlor.com](mailto:david.swindells@ecochlor.com) [david.swindells@ecochlor.com](mailto:david.swindells@ecochlor.com)  
Sören Scheid: [soren.scheid@ecochlor.com](mailto:soren.scheid@ecochlor.com)

[Tanker Operator Hamburg Conference](#)  
*People Technology, Vessel Performance & Tankers*  
8 October 2024 | Empire Riverside Hotel, Hamburg Germany

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