

## BALLAST WATER MANAGEMENT REQUIREMENTS

STATE	BALLAST WATER MANAGEMENT REQUIREMENTS.
ARIZONA	Discharge must not exceed a maximum level of 19 µg/L of total residual chlorine
CALIFORNIA	<p>Ballast Water Regulations for Vessels Arriving at California Ports or Places After Departing from Ports or Places Within the Pacific Coast Region Purpose, Applicability, and Date of Implementation.</p> <p>(a) The purpose of the regulations in Title 2, Division 3, Chapter 1, Article 4.6 of the California Code of Regulations is to move the state expeditiously toward elimination of the discharge of nonindigenous species into the waters of the state or into waters that may impact the waters of the state, based on the best available technology economically achievable.</p> <p>(b) The provisions of Article 4.6 apply to all vessels arriving at a California port or place carrying ballast water from another port or place within the Pacific Coast Region. For the purposes of Article 4.6 all ports and places in the San Francisco Bay area east of the Golden Gate bridge including the Ports of Stockton and Sacramento, shall be construed as the same California port or place; and the Ports of Los Angeles, Long Beach and the El Segundo marine terminal shall be construed as the same California port or place.</p> <p>(c) The provisions of Article 4.6 do not apply to vessels that arrive at a California port or place after departing from ports or places outside of the Pacific Coast Region.</p> <p>(d) The provisions of these regulations become effective 180 days after they have been filed with the Secretary of State.</p> <p>Safety of Ballasting Operations.</p> <p>(a) The master, operator, or person in charge of a vessel is responsible for the safety of the vessel, its crew, and its passengers.</p> <p>(b)(1) The master, operator, or person in charge of a vessel is not required by this provision to conduct a ballast water management practice, including exchange, if the master determines that the practice would threaten the safety of the vessel, its crew, or its passengers because of adverse weather, vessel design limitations, equipment failure, or any other extraordinary conditions.</p> <p>(2) If a determination described in subsection (b)(1) is made, the master, operator, or person in charge of the vessel shall take all feasible measures, based on the best available technologies economically achievable, that do not compromise the safety of the vessel to minimize the discharge of ballast water containing nonindigenous species into the waters of the state, or waters that may impact the waters of the state.</p> <p>(c) Nothing in this provision relieves the master, operator, or person in charge of a vessel of the responsibility for ensuring the safety and stability of the vessel or the safety of the crew and passengers, or any other responsibility.</p> <p>Ballast Water Management Requirements.</p> <p>(a) The master, operator, or person in charge of a vessel that arrives at a California port or place from another port or place within the Pacific Coast Region shall employ at least one of the following ballast water management practices:</p> <p>(1) Exchange the vessel's ballast water in near-coastal waters, before entering the waters of the state, if that ballast water has been taken on in a port or place within the Pacific Coast region.</p> <p>(2) Retain all ballast water on board the vessel.</p> <p>(3) Use an alternative, environmentally sound method of ballast water management that, before the vessel begins the voyage, has been approved by the commission or the United States Coast Guard as being at least as effective as exchange, using mid-ocean waters, in removing or killing nonindigenous species.</p> <p>(4) Discharge the ballast water to a reception facility approved by the commission.</p> <p>(5) Under extraordinary circumstances where compliance with subsections (a)(1) through (a)(4) of this section is not practicable, perform a ballast water exchange within an area agreed to by the commission in consultation with the United States Coast Guard at or before the time of the request.</p>
CONNECTICUT	Vessels entering CT waters must maintain the ability to measure salinity levels in each ballast tank on board the vessel so that salinities between 20 and 25 ppt can be ensured for ballast water exchange (BWE) in marine waters and salinities between 0 and 5 can be ensured for BWE in fresh water
HAWAII	On October 12, 2007, new rules were adopted to manage ballast water discharge from vessels operating in Hawaiian waters. The rules are intended to minimize introduction and spread of non-indigenous aquatic organisms into waters surrounding the Hawaiian Islands. The rules require vessels that carry ballast water to: Follow the state administrative rules for ballast water, Have a ballast water management plan specifically for that vessel; File a ballast water reporting form with DLNR no later than 24 hours prior to arrival. The Ballast Water Reporting Form, developed by the US Coast Guard, can be downloaded from the <a href="http://invasions.si.edu/bwform.htm">http://invasions.si.edu/bwform.htm</a> National Ballast Information Clearinghouse. The form must be completed and submitted to the department no later than 24 hours prior to vessel arrival into state marine waters. Forms can be emailed to <a href="mailto:dlnr.ar.ballast.report@hawaii.gov">mailto:dlnr.ar.ballast.report@hawaii.gov</a> or faxed to 808-587-0115. Submission of the ballast report to the department does not relieve the master of responsibility to report to the USCG.

ILLINOIS	Illinois Vessel using BWTS with chlorine (in any of its forms) shall not exceed the acute WQ standards of 0.019 mg/l or the chronic WQ standard 0.011 mg/l for TRC. To demonstrate the WQS, the discharge of TRC shall not exceed the laboratory quantification level of 0.05 mg/l mg test methods equivalent in accuracy to amperometric titration.
INDIANA	<p>Oceangoing vessels that enter the Great Lakes-St. Lawrence Seaway system and are transiting from beyond the 200-nautical-mile Exclusive Economic Zone (EEZ) shall perform open ocean BWE or saltwater flushing before entering the Great Lakes-St. Lawrence Seaway system. For Oceangoing Vessels, constructed prior to 1 December 2013, treatment shall be installed and operational to meet the performance standards for organisms by the vessel's first scheduled drydocking after 1 January 2016.</p> <p>For Oceangoing Vessels, constructed after 1 December 2013, treatment shall be installed and operational to meet the performance standards for organisms prior to commencement of vessel operation in Indiana state waters. Any vessel discharging ballast water via a BWTS using chlorine shall not exceed a maximum total residual chlorine (TRC) limit of 0.02 mg/l and shall not violate applicable water quality standards and discharged in concentrations considered to be toxic or harmful to aquatic life for other biocides used.</p>
MAINE	Vessels whose voyage originates outside the EEZ and enters Maine waters shall conduct BWE or flushing beyond the EEZ, at least 200 nautical miles from any shore, and in water at least 2,000 meters in depth, resulting in salinity levels of at least 30 ppt. These requirements remain in effect regardless of whether the vessel is equipped with a BWTS. All vessels entering Maine waters must maintain the ability to measure salinity levels in each tank on board the vessel so that salinities of at least 30 ppt can be ensured.
MICHIGAN	<p>Oceangoing vessels are prohibited from discharging ballast water in Michigan's waters unless the vessel has obtained a Certificate of Coverage under the Ballast Water Control General Permit (Permit No. MIG140000) or an Individual Permit from the MDEQ and is in full compliance with the discharge limitations, monitoring requirements, and other conditions set forth in that General Permit or Individual Permit.</p> <p>Vessels whose voyages originate from outside the EEZ and enter Michigan waters with ballast on board, shall conduct BWE at least 200 nautical miles (nm) from any shore and in waters beyond the EEZ. Such vessels that carry only residual amounts of ballast water and/or sediments shall conduct saltwater flushing of their ballast tanks, at least 200 nm from any shore and in waters beyond the EEZ.</p> <p>All vessels entering Michigan waters must maintain the ability to measure salinity levels in each ballast tank on board the vessel so that salinities of at least 30 ppt can be ensured.</p>
MINNESOTA	Vessels must obtain any permits required by the state of Minnesota for vessel discharges and comply with all requirements in the applicable permit at the time of compliance review. Any vessel whose voyage originates outside the EEZ and enters Minnesota waters shall not discharge ballast unless the following conditions are met: the vessel has conducted BWE or flushing beyond the EEZ, at least 200 nautical miles from any shore, and in water at least 2,000 meters in depth, while in oceanic waters, resulting in a salinity level of at least 30 parts per thousand (ppt) prior to the time the vessel enters Minnesota waters. This requirement remains in effect regardless of whether the vessel is equipped with a BWTS. This requirement is in addition to treatment requirements.
NEW YORK	<p>Vessels whose voyage originates outside the EEZ and enters New York waters shall conduct BWE or flushing beyond the EEZ, at least 200 nautical miles from any shore, and in water at least 2,000 meters in depth, resulting in a salinity level of at least 30 ppt. These requirements remain in effect regardless of whether the vessel is equipped with a BWTS. All vessels entering New York waters must maintain the ability to measure salinity levels in each tank on board the vessel so that salinities of at least 30 ppt can be ensured. The following BMPs are required to be implemented in the Great Lakes:</p> <ol style="list-style-type: none"> <li>Annually inspect (with documentation) and replace, as necessary, ballast sea chest screens,</li> <li>Lightening the ship as much as practical to elevate water itakes before ballasting to minimize sediment uptake and increase water flow.</li> <li>Ballast water taken aboard in Viral Hemorrhagic Septicemia (VHS) affected waters shall be the minimum needed to ensure the safety of the crew and vessel.</li> <li>Ballast water shall always be taken aboard or discharged via the pumps and never "gravity fed or drained."</li> </ol> <p>Recommended BMPs are also included to reduce the spread of the VHS disease.Live Organism Monitoring. All vessels with a BWTS must sample and analyse the ballast water discharge at least once a year (provided appropriate facilities are available) using the California shipboard sampling protocol, or a compliance monitoring protocol developed by the USCG, whichever is most advanced and available. This monitoring shall include sampling for &gt;50 µm and for 10-50 µm organisms. The monitoring results shall be submitted to EPA and the Department on an annual basis. Such live organism monitoring shall include the collection of representative discharge samples and the testing (counting) of live organisms in such samples by qualified personnel in accordance with standard and/or best available sampling and analytical methods.</p>
OHIO	Vessels that operate outside the US EEZ and more than 200 nautical miles from shore, and then enter the Great Lakes via the St. Lawrence Seaway System must conduct salt water flushing of ballast tanks. This condition applies both before and after treatment system deadlines in the VGP. Vessels are prohibited from discharging ballast water sediment in Ohio waters.

OREGON	Oregon ballast water pre-arrival reporting. Commercial vessels transiting into Oregon waters must submit a ballast water management reporting form (BWMR) to the Department of Environmental Quality (in addition to the National Ballast Information Clearinghouse) at least 24 hours before arrival. Reports must be submitted on the USCG approved BWMR form - as an email attachment - to <a href="mailto:ballast.water@deq.state.or.us">mailto:ballast.water@deq.state.or.us</a> or <a href="mailto:marine.room@pdxmex.com">mailto:marine.room@pdxmex.com</a> or via fax (503-229-6954). In the event a vessel actual ballast practices differ from those projected on the BWMR form, an amended form must be submitted to the Department and the NBIC prior to the departure. The USCG has introduced a new Ballast Water Reporting Form effective 22 February 2016. The new form may be used to meet State of Oregon pre-arrival reporting requirements, however, submitting the BWMR via the on-line or web-app reporting option, alone, will not satisfy reporting requirements to the State of Oregon. To meet the State of Oregon reporting requirements, the BWMR must be submitted as an email attachment to <a href="mailto:ballast.water@deq.state.or.us">mailto:ballast.water@deq.state.or.us</a> at least 24 hours prior to arrival. Detailed instructions for the completion and formatting of the new form are available here. Ballast management vessel arrival fee Commercial vessels subject to ORS 783.620-640 are assessed a ballast management fee per transit to state waters. Effective January 2016 the fee is \$88 per vessel arrival. Revenue generated from the fee provides support for DEQ ballast water program efforts, including report monitoring, compliance verification and technical support services. Fee collection and disbursement to DEQ is currently handled via contract with Portland Merchants Exchange.
RHODE ISLAND	Vessels whose voyage originates outside the EEZ and enters Rhode Island waters shall conduct BWE or flushing beyond the EEZ, at least 200 nautical miles from any shore, and in water at least 2,000 meters in depth. These requirements remain in effect regardless of whether the vessel is equipped with a BWTS. Vessels are urged to voluntarily install currently available technologies that go beyond the IMO D-2 standard (e.g., systems that have demonstrated the ability to meet and exceed a 10x IMO level of treatment) as a means of gaining useful experience while contributing to the advancement of treatment technology.
VERMONT	The discharge of wastewaters from pressure washing the bottom of vessels and any point source or non-point source pollution from spillage, sanding, sand blasting, or scraping vessels into Vermont waters from any vessel covered under the VGP or SVGP is prohibited.
WASHINGTON	<p>All covered vessels are required to file a ballast water reporting form (BWRF) under WAC 220-150-030 at least 24 hours prior to arrival in state waters, between Oregon and Washington ports on the Columbia River, and before transiting between Washington State ports. This is the same form required by the U.S. Coast Guard (USCG) and the same completed BWRF can be sent to both the USCG and Washington State at the same time. Submission of an IMO-approved BWRF is acceptable. Please refer to WAC 220-150-030(4) on specific instructions for vessels intending to file a Safety Exemption claim. File BWRFs directly with Washington State by:</p> <p><a href="mailto:ballastwater@dfw.wa.gov">Email to: ballastwater@dfw.wa.gov (preferred)</a>  FAX to: 360-902-2845</p> <p><a href="#">Vessels that do not, under normal operating conditions, discharge ballast water may request a BWRF waiver from the department.</a></p> <p>Recordkeeping Requirements</p> <p><a href="#">All covered vessels are required to have on board a ballast water management plan and a ballast water log or record book under WAC 220-150-030(5) and (6).</a></p> <p>The management plan must be specific to the vessel and designed to allow those responsible for the plan's implementation to understand and follow the vessel's ballast water management strategy. For vessels with USCG Alternative Management Systems (AMS) installed, we recommend including copies of the IMO type approval letter, any available shore-side or onboard test results, and the USCG acceptance letter in the ballast water management plan.</p> <p>The ballast water log or record book must document in detail all ballast water and ballast tank sediment management actions taken over the previous 2 years.</p>
WISCONSIN	Oceangoing vessels that enter the Great Lakes-St. Lawrence Seaway system and are transiting from beyond the 200-nautical-mile EEZ shall perform open ocean BWE or saltwater flushing before entering the Great Lakes-St. Lawrence Seaway system in order to ensure water quality standards are met that protect the general public interest. Vessels must obtain any permits required by the state of Wisconsin for vessel discharges. Vessels that operate exclusively within the Great Lakes, and which meet the EPA VGP applicability requirements, will be addressed in Wisconsin's next ballast water discharge general permit. Discharges of ballast water from vessels using BWTS using chlorine must meet a daily maximum total residual oxidants limit, measured as total residual chlorine, of 38 µg/L.